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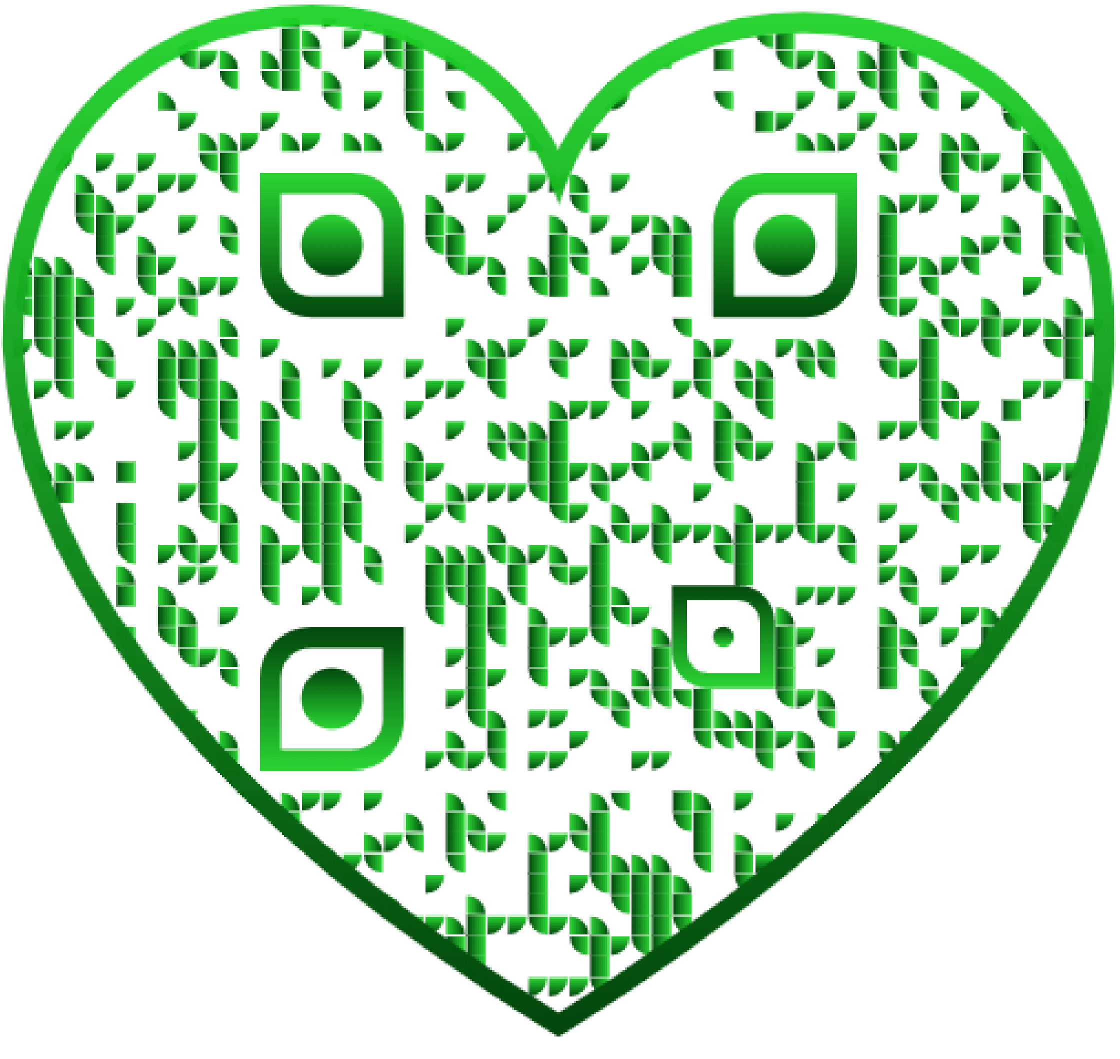

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All change

First things first, I have an apology to make. An oversight mean that Nick Cliffe wasn't thanked as part of our E-type feature last month – he was responsible for putting me and Paul Knott in touch. Hopefully this acknowledges his input.

Now – and this is important news – this is the last issue of *Classic Jaguar* as you know it. Our publishers have taken inspiration from Jaguar itself and reinvented the brand – for 2025 *Classic Jaguar* will become a bookazine brand. We're going to be going up to 116 pages, and we're going to be printed on nicer, shinier paper stock. But crucially, each issue will become a special celebration of one particular Jaguar model – the first issue to focus upon the XJ-S as it turns fifty. If you want to enjoy more varied Jaguar content, then our sister title *Jaguar World* will continue to offer the same sort of features that you know and love.

But we're going out on a high – by looking at many of the cars that have represented innovation and rebirth for a marque that's undergoing a key change, We've got the S.S.1, from when the company became a manufacturer instead of a coachbuilder. We've got an early XJ-S, an early XJ40, and the game-changing Series I XJ competes against Rolls-Royce for the Best Car In The World crown.

Hopefully you enjoy our new direction – and remember, for your more regular fix of Jaguar content, our sister title *Jaguar World* is on hand.

See you on the other side,

Sam Skelton
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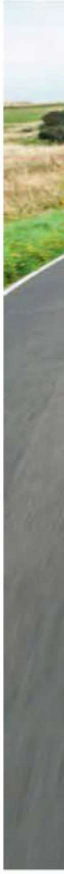

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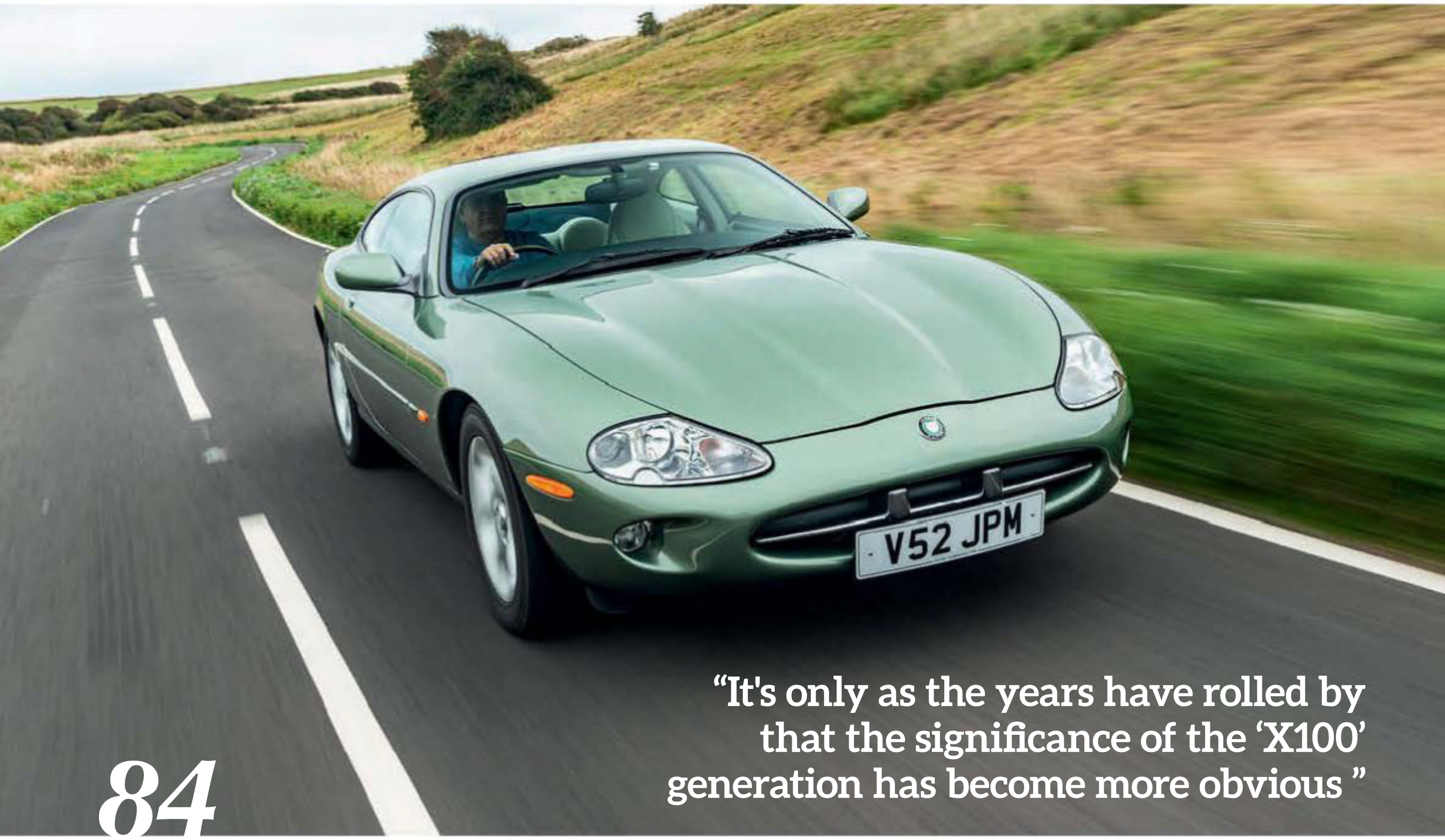
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UP FRONT NEWS AND VIEWS

MODERN CLASSIC KNOW-HOW NEEDS CAPTURING

We must take steps to capture and store vital information about vehicle electronics we are to keep our modern classic on the road. That's according to a plea made at the recent Historic and Classic Vehicle Alliance (HCVA) Insights Day, which delved into a potential "cliff edge of disaster" concerning classics and their electronic components.

Responding to a request from the HCVA's advisory group requesting a discussion on vehicle electronics was experienced engineer and training expert Ralph Hosier, who outlined the issues affecting certain classics, and discussed how they can be solved.

Ralph started his career with Ford in 1990 – a period when a lot more electronics started to go into vehicles. And as anyone who has battled with a failing 1990s immobiliser will be aware, these can fail and render a modern classic inoperative.

"There's a whole range of different modules that could go wrong, from electronic ignition to ABS units, and body control modules to immobilisers," said Ralph. "On a P38 Range Rover for instance, the body control module controls the central locking, and if it goes wrong, you can't unlock your car. It controls communication with the engine management, the gearbox, all the lights. If that goes wrong, you basically don't have a car, and it's in an area that tends to get water on it. Even on an old XJ-S, there's a little module that controls loads of vacuum solenoids that make the emissions kit work. It that goes wrong, it starts misfiring and won't idle properly."

The issue is that many of the modules that fail aren't available any longer. So, is this going to stop us being able to enjoy these vehicles? Thankfully, a lot of modern components are out there that can be used as alternatives to parts that are no longer available, including body control modules and ECUs that can be programmed to perform the functions of the original. And programming them is getting easier, thanks to AI (artificial intelligence), which can do much of the heavy lifting.

"The really important idea is understanding there are alternative systems we can apply to these classics and still get the same functionality, so the vehicles still drives the same and behaves the same, but there's a little bit of modern electronics in there" added Ralph. "We've just started working with a company called NewEagle who've got a lovely body control module that can be programmed to recognise functions of the body control module from pretty much any other car. Once you understand what the old module did, you can programme one of these new generic modules to do the same thing.

RETAINING KNOWLEDGE

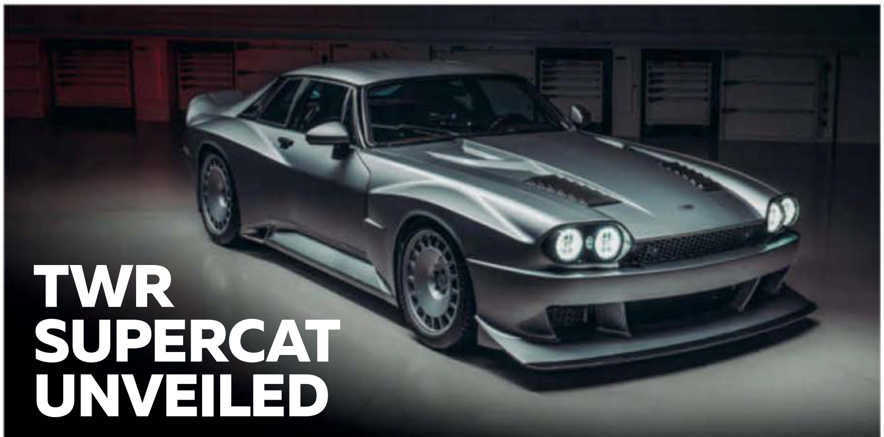
And therein lies a key point. Key to keeping these systems going and being able to modify them with modern components is understanding electronic circuits, and how old vehicle systems work. "Education is really important," Ralph explained. "A lot of stuff is repairable, but you have to know what you're doing.

"That means we need to train people so they understand these basic electronics principles, so they can look at any circuit board and know how they can fix it. We need to think about how we're going to set up training programmes to get people practical experience of doing these repairs and modifications so that we can keep all the cars going. We need to build up that skills base very quickly."

Crucial to that skills base is keeping knowledge within the industry, but that's not easy. Much of the vital knowledge exists in people's heads and on paper, and can be especially difficult to find online – many of us will have used forums and websites in the past that now have broken links, or are no longer online at all.

Indeed, the right knowledge is something Ralph feels we are perilously close to losing. "There's a lot of people who knew a lot about electronics who are not in the game anymore. We have got to capture a lot of that knowledge disappears. We need people in the industry who understand what the vehicle is supposed to do, how it's supposed to work, and how electronics helps it do that. We've got to have some sort of process for holding on to that information and building that database, then making it accessible to everyone so we can keep these vehicles going."

With exciting alternative systems, the likes of AI and even rapid prototyping to help replicate electrical connectors and similar hardware, the potential for keeping our modern classics on the road is clearly there. But the industry also needs to do its bit to make it happen. "I think there's a lot of hope, a lot of interesting options for the future," concluded Ralph.



TWR SUPERCAT UNVEILED

TWR - the Berkshire firm established in 2020 by Tom Walkinshaw's son, Fergus Walkinshaw - has given a public debut to its 'Supercat' XJ-S restomod. The business is a separate entity to the original Tom Walkinshaw Racing of the 1980s and 1990s, but has revisited the original company's long and fruitful association with Jaguar by selecting the X]JS as the platform for its first offering.

The Supercat will be strictly limited to 88 individual builds - a number chosen to celebrate the 1988 Le Mans win in the TWR Jaguar XJR-9. Penned by renowned designer Khyzyl Saleem in collaboration with car collector and fellow designer Magnus Walker, the Supercat retains the silhouette of the Jaguar X]JS, but every exterior panel has been re-sculpted in carbon-fibre to reduce weight and drag while boosting rigidity. Although the wide-body looks may prove to be divisive, staple XJS features like rear buttresses remain.

Power comes from a Jaguar V12 engine tuned to put 660bhp through the rear wheels, while TWR's desire to achieve a "connected and analogue driving experience" means a six-speed manual gearbox has been chosen.

The Supercat is also lighter than the standard XJ-S, weighing in at 1605kg vs the original's 1770kg. Double-wishbone suspension – mounted on bespoke tubular subframes – is fitted along with active dynamic dampers, while programmable ABS, traction control and a limited-slip differential keep things under control. The standard car's four-pot front and inboard rear brakes are replaced by vented six- and four-pot items respectively, with the option for carbon ceramic discs. Inside, the Supercat features leather trim, a choice of carbon-backed seats, and an expanded luggage area in place of the rear seats. A digital dial setup incorporates Apple CarPlay and Android Auto while also allowing for suspension and steering setting changes, along with selection of five different drive modes.

"Almost 40 years after my father's original company dominated the racetrack, we've brought the TWR name roaring back with our new Supercat," said Fergus Walkinshaw. "Our debut product, designed as an authentic, analogue Super-GT for the committed driving enthusiast, has been developed for over three years by some of modern motorsport's brightest talent."

THE NEXT GENERATION

Following a controversial advertising campaign, Jaguar has unveiled a concept car that offers enthusiasts an indication as to the direction that the brand is looking to take as it moves to an all-electric future.

The Type 00 was first shown at Miami Art Week, introduced on 2 December by Jaguar Land Rover's Chief Creative Officer, Professor Gerry McGovern. Described at the unveiling as "Unbound by imitation, convention, the expected", the car offers an unusual approach to electric car design by harking back to the internal combustion era – its long bonnet, short boot stand speaking more of deliberate luxury and excess than the practicality inherent in conventional electric design.

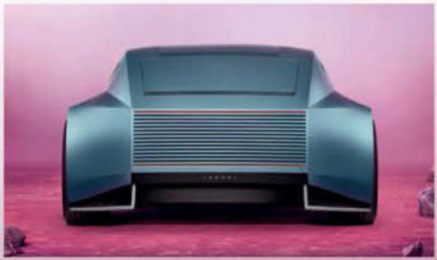
Two models were shown – the first in London Blue, a colour inspired by the 1960s shade Opalescent Silver Blue, and the second in Miami Pink, representing the culture and vibrancy of the city in which the car was launched.

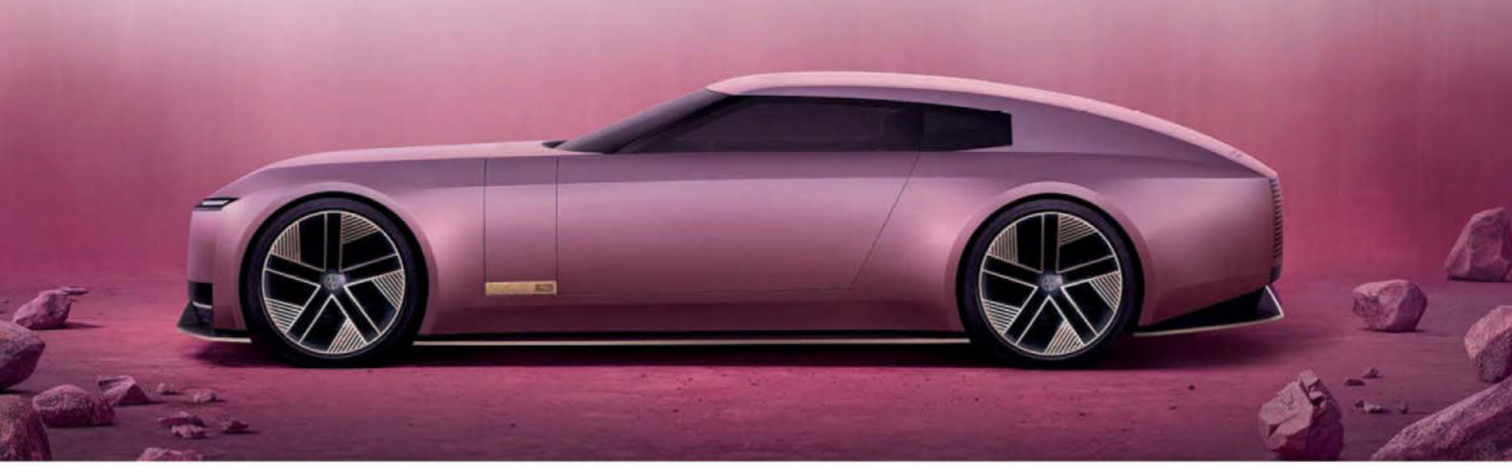
Jaguar CEO Adrian Mardell said: The magic of Jaguar is close to my heart – an original British luxury brand unmatched in its heritage, artistry and emotional magnetism. That's the Jaguar we are recapturing and we will create the same sense of awe that surrounded iconic models like the Etype. Our journey is already underway, guided by our original ethos to Copy Nothing – and the results will be spectacular.

Gerry McGovern built upon this, saying: "I don't believe in concepts unless they become a reality. Project 00 has already stirred emotions, and it will continue to. Some may love it now, some may love it later, and some may never love it – and that's okay, because that's what fearless creativity does."

McGovern then argued that British creativity at its best could be controversial – citing figures such as David Bowie, Vivienne Westwood and Richard Rogers as divisive figures whose work has become iconic because it challenged convention.

Type 00 – pronounced zero zero, Bond fans stand down – is merely a creative mission statement – much like the R-Coupe and C-XF before it were mission statements about the direction in which Jaguar design would go, and like ALC was intended to preview new design thinking. There will be a coupe as part of Jaguar's new product plan, but the rebirth will begin with a four door coupe to challenge the Porsche Taycan, which has already been seen in spy shots. A luxury saloon and the coupe will follow. This car should be seen not as the Jaguar you might be able to buy tomorrow, but as our best indication of the sort of car that will be. And with Jaguar's bullish claims including 1,000bhp and a potential 430-mile range between charges – half of which can be achieved in just 15 minutes – it looks like this big cat's next life has a bright future ahead. ■





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FIT FOR ROYALTY

The Rolls-Royce Silver Shadow was, in the eyes of many, the best car money could buy in the Seventies. But one of the few cars that ever truly challenged it in the eyes of the public was the Jaguar XJ12 Series I. Despite its lower price, was it as good? We test two cars fit for royalty to find out

WORDS: **SAM SKELTON** PHOTOGRAPHY: **PAUL WALTON**

There are some phrases that those of us in the motoring press like to throw around like confetti. 'King of the hot hatches' is a good one, and has traditionally meant other cars wresting it from the grasp of the Golf GTi or the Peugeot 205 GTi. Best 4x4xfar is another one. But the one that motoring journalists have rarely questioned is the title of 'The Best Car in the World' – and back in the Seventies, that trophy was one which sat firmly in the cabinets at Crewe. Whether it was your thing or not, the Rolls-Royce Silver Shadow had, in the eyes of the motoring press, earned that accolade.

That's not to say, however, that there were no challengers to the title. The Mercedes 300SEL 6.3, for instance, a colossal V8 in the standard S-class shell. The Cadillac Fleetwood, colossal in every sense and truly the Cadillac of automobiles. And – from the Rolls-Royce's home turf – the Jaguar XJ12. Jaguar's first serious entry into the luxury saloon market since the demise of the 420G, the XJ12 – especially in long-wheelbase form – took the talented XJ saloon and turned it into a world-class limousine, with more grace, more space and more pace than ever before. But was the XJ12 ever good enough to beat the Rolls-Royce at its own game? Was it ever, even briefly, the best car in the world?

Encompassing many technical innovations, the 1965 Rolls-Royce Silver Shadow was also targeted at a new class of buyer. The first Rolls-Royce developed for the owner-driver was so popular at launch that potential owners – keen to drive them – would pay a premium over the list price for used examples if that meant that they could beat the waiting time. And that list wasn't confined to traditional Rolls-Royce clientele. While people like Earl Spencer and Princess Margaret remained Rolls-Royce devotees, the Shadow also attracted a new breed of nouveau riche celebrity. John Lennon's psychedelic Phantom kicked off a revolution, with names such as Keith Moon and Bernard Manning joining the queue. Throughout the Eighties and Nineties, a Silver Shadow was seen as a show of profligacy in a recession; the ultimate fate of which would be to don the white Dulux and silk ribbons of the wedding trade. This image has taken decades to shake off, but the Shadow is now accepted as a classic of standing.

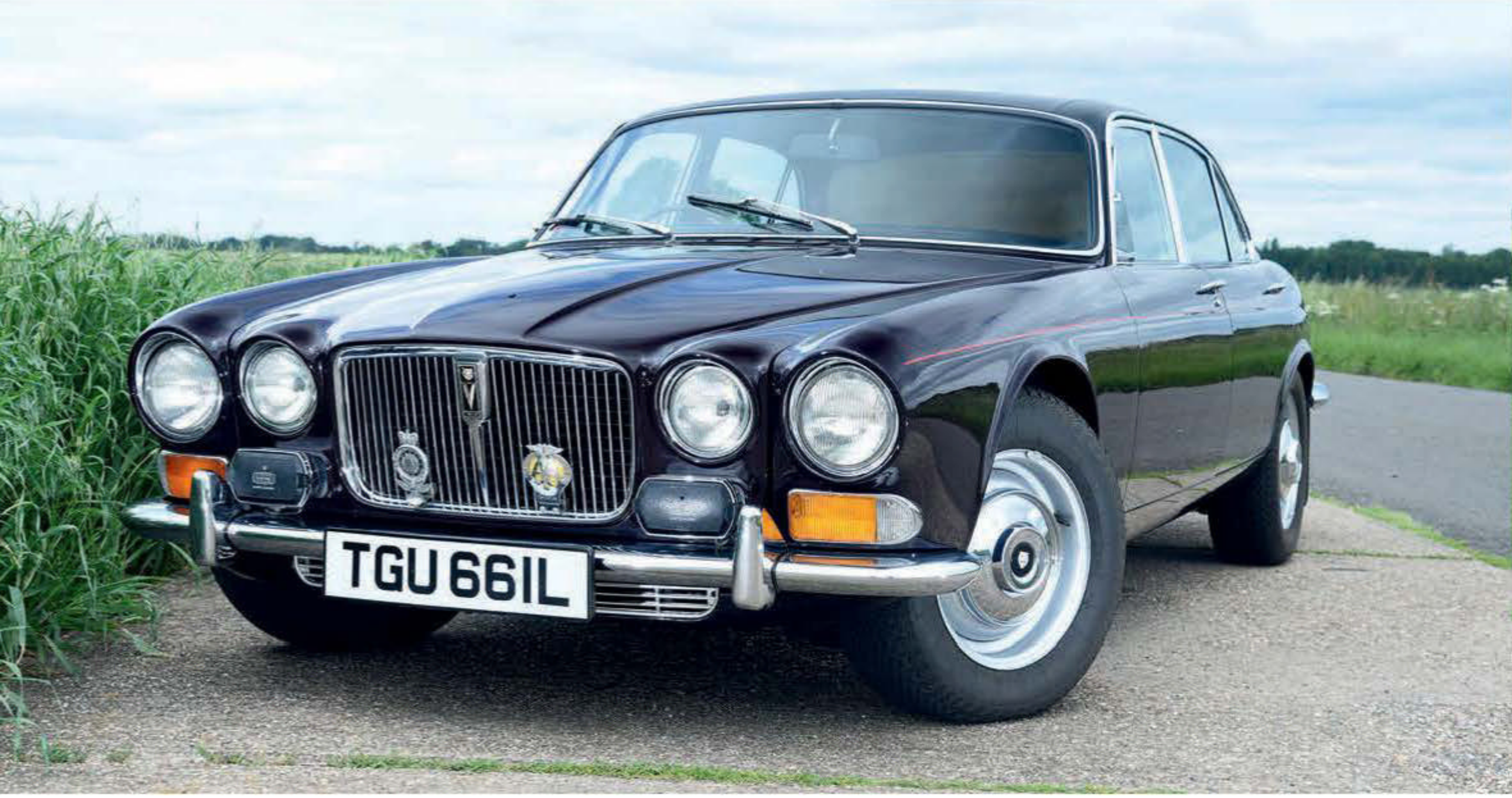
Minor changes including a larger 6.75-litre V8 were introduced over the life of the Shadow, until its replacement »

with the Shadow II of 1977. This car had rubber bumpers, rack-and-pinion steering, a new dashboard and several other improvements under the skin. This would not only see out the Silver Shadow until its replacement in 1980 by the Silver Spirit, but its floorpan and drivetrain would also form the underpinnings of the new car. The Silver Shadow's legacy would thus continue in production until 1998.

Jaguar's XJ12 series wasn't so much an all-new model as the final piece of a jigsaw that had been four years in the making. It completed the XJ range as launched in 1968 – the V12 engine having been developed for the car and only delayed owing to testing requirements. The 420G had been retired in 1970, and the launch of the XJ12 in short- and long-wheelbase variants went some way towards Jaguar recapturing sales in the luxury

limousine class. Styling was carried over from the XJ6, apart from a new grille and new ventilated steel wheels taken from the E-type. There was also a range-topping Vanden Plas model, trimmed at the coachbuilder's Kingsbury facility in North London. Built only in long-wheelbase form, fitted with a vinyl roof and trimmed to be a cut above, it was this car that perhaps offered the greatest challenge to the Silver Shadow on the market. After all, why buy the Rolls-Royce when for half the money you could have a car that was faster, leaner, still trimmed by hand, and just as British?

Later in 1973, the Series I gave way to the Series II – which from 1974 would lose the option of a short wheelbase for the saloon but gain a dainty pillarless coupe on the short-wheelbase floorpan – and this in turn would be replaced by the Series III for 1979. But while the »



XJ6 was replaced in 1986 by the new XJ40, the XJ12 would continue to 1991 and the Daimler Double-Six to 1992.

Two long-lived models, then, both with good grounds to claim the title of the best car in the world. But which will take the title?

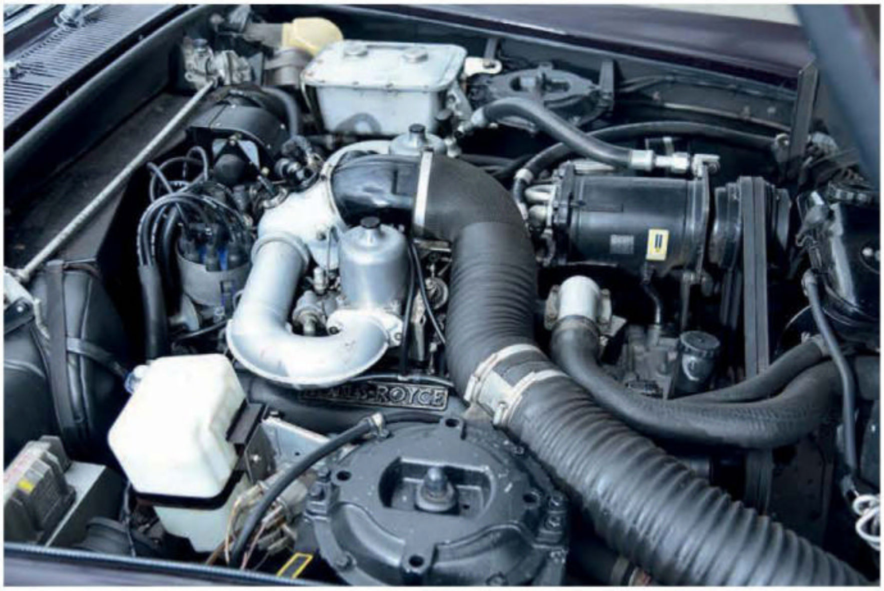
The Rolls-Royce we have on test has an interesting past. It was first supplied to Gerard Young CBE – chairman of the Tempered Spring Company in Sheffield. However, he also served as Lord Lieutenant of South Yorkshire, and it was in this capacity that the Rolls-Royce was procured. Its sole duty, according to his former secretary, was to provide suitable chauffeur transport should members of the royal family ever visit the county. It was used, accordingly, to transport Her Majesty the Queen to the 200th St Leger at Doncaster Racecourse in 1976, and the following year as part of her Silver Jubilee celebration. Now owned by Ravin Naik, the Garnet Red car is used as semi-regular family transport and has made trips to France for family visits. Ravin, ironically, bought the car in 2019 when his search for a good XJ12 Coupe proved fruitless.

TGU661L's only private owner was Queen Elizabeth the Queen Mother, who used it as her personal transport. Already a fan of Jaguar and an owner of a Mk VIIM, the Daimler Double-Six Vanden Plas proved a natural choice of replacement. However, Her Majesty wished to remain loyal to the Jaguar brand – which is why this car was built as the world's only Jaguar XJ12L Vanden Plas. It was offered to Jaguar Heritage in 2002 on permanent loan upon her death, and has remained a part of the collection since. Finished in Claret, it also did without the Daimler's chrome side trim and its chrome-ventilated wheels, sitting on the wheels of the basic XJ6 2.8 without chrome rimbellishers. It did get the Vanden Plas-spec vinyl roof, along with tinted rear windows to keep the sun away from royal necks. While we have seen no documentary evidence, it is likely that Her Majesty the Queen would have ridden in this car on at least one occasion as well as in the Rolls-Royce we have on test.

We've spoken about the design influences on the XJ6 in a recent issue, and there's no point in retreading old ground. The extra length in the body is

well-hidden by the vinyl roof – and while that does slightly spoil the simplicity of line that made the original XJ6 so beautiful, it balances out the heavier Daimler grille seen on the Vanden Plases that the public was offered. Inside are seats akin to those in Rolls-Royces, with pleating only on the central sections. They're no bigger than the standard seats and yet the car seems more comfortable. Headroom is still tight in the back if you're tall, but there's plenty of legroom. Ahead of you is a standard XJ dash, albeit with a boxwood inlay to the walnut and with a gold V12 emblem on the centre console. While grey isn't the colour we'd have chosen for the leather, who are we to question royalty?

The Beige hide and Light Fawn headlining of the Rolls-Royce feel far more fitting to us. And while the wood and leather of the Vanden Plas are a cut above a standard XJ6, the trimmings inside this car are a cut above yet again. There's a smell to an old Rolls-Royce – like a much-loved library in a stately home; the melding of the leather and the wood with none of the petrochemical plastics you might expect in lesser transport. But while the seats are comfortable – and space in the back dwarfs that in the Jaguar – the size of the seats does make the car feel perhaps a shade tighter for the larger driver than the Jaguar does.



Outside, there's a great deal of extra chrome, particularly around the handmade radiator grille, and the square edges give the car a bigger visual impact. The Jaguar's curved sides and haunches give the illusion of a smaller vehicle, but the slab-sided Shadow looks every inch of its seventeen feet. The surprise is in the simplicity of the shape – take away the grille and the headlamps and it's contemporary Sixties' thinking without embellishment. That modesty means that you don't appreciate the size until you're up close.

The size is hard to forget from behind the wheel, though. It's imperious – you sit high looking down a sculpted bonnet, and you feel separate from other road users even in this age of high-riding SUVs. Push the throttle and the prow rises – for it is a prow, the overall motion of a Shadow is more akin to a boat than a car. It feels cushioned as if by a bed of water, »

insulated from the road surface, though this float leads to impressive levels of roll in corners. It also contributes towards the feeling of size; between the way the car controls its body and the diameter of the steering wheel - a couple of inches too large for anything but gentle feeding 'twixt the fingertips - the Silver Shadow always feels like seventeen feet of very wide and tall car.

It's not quick either – Rolls-Royce always declined to state power outputs in Britain, but in Germany (where it is a legal requirement) the Shadow was rated at just 190bhp and 290lb ft of torque. It's not slow, but it doesn't feel like there's almost seven litres of engine there. The brakes are excellent; almost Citroen-sensitive, and they do a great job of stopping a car of this size. But for all Rolls-Royce's assertions that this was a car for the owner-driver, it's too big for anything other than stately progress down the average British country road.

Then again, this is a Rolls-Royce. Perhaps we're expecting too much of it. Its primary job is to insulate the occupants from the outside world – and it accomplished this without a second thought. It's quiet, comfortable, and relaxing. In a world where the only thing money can't buy is time, a car which creates the sensation of slowing the world down may well offer the best luxury of the lot.

The Jaguar also slows down time, but in a very different way. Instead of insulating you from the world, it's so capable that you forget the speeds you're doing. Contemporary testers for *Autocar* reported that if it felt like 75mph the odds were that you were doing 90, and fifty years on it's easy to understand their point – even if we didn't fancy repeating it. Unlike the Rolls-Royce, put the XJ12 into a bend and it feels lithe, tight, it flows nicely – and yet while it's behaving like a sports car the compliant ride is never compromised. It doesn't quite float like the Silver Shadow, the body control

SPECIFICATION

1972 **XJ12 VANDEN PLAS**

ENGINE: 5,343cc V12
POWER: 253bhp
TORQUE: 302lb ft
0-60MPH: 7.4secs
TOP SPEED: 145mph
ECONOMY: 12mpg
TRANSMISSION: 3-spd auto
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VALUE NOW: £5k-35k

“In a world where the only thing money can’t buy is time, a car which creates the sensation of slowing the world down may well offer the best luxury of the lot”

is far tighter, but there’s also no hint of harshness, no under-springing or under-damping. The steering is lighter than that of the Rolls-Royce even when transmitted through a smaller steering wheel, and this car is far easier to drive quickly than the Shadow as a result. On uneven surfaces there’s far less weight transfer, and this imbues a sense of confidence that feels almost alien in a fifty-year-old large saloon. Unlike the XJ6 2.8, this XJ12 has the power to make use of that chassis, and the overall combination is mind-blowing for its age. Visibility is also second to none – especially at the back, where dainty D-pillars mean that there’s a near complete field of vision when turning the car around. None of this driving dynamism detracts from the XJ’s abilities to cosset those on the back seat. The seats are well-shaped, there’s acres of legroom, and the ride remains exemplary provided old Jeeves in the front isn’t making too freely with the accelerator pedal. It might have a drinking problem even alongside »

SPECIFICATION

1976 **SILVER SHADOW**

ENGINE: 6,750cc V8

POWER: 190bhp

TORQUE: 290lb ft

0-60MPH: 10.6secs

TOP SPEED: 120mph

ECONOMY: 13mpg

TRANSMISSION: 3-spd auto

PRICE NEW: £10,550

VALUE NOW: £5k-£40k

that of the Rolls-Royce, but overall the package is a far more complete one for the owner-driver or those who require occasional chauffeuring.

Rolls-Royce fans are not going to like this. But the Silver Shadow, by the early Seventies, was no longer the best car in the world. Because Jaguar had outdone it with the XJ12 and Daimler Double-Six.

The Silver Shadow is a lovely car – a car of which Britain should be rightly proud, one which shows the very best that our craftsmen can make and one which shows that there was still a place for the handbuilt car at the top of the tree in the Seventies. But put it against the XJ12 and it feels almost anachronistic. It has many positive qualities. It looks right, it smells right, and there's an imperiousness that is lacking in the Jaguar. The rear seat is also palatial, and when both cars are viewed strictly from the rear quarters the Rolls-Royce is an easy victor.

But the Jaguar manages to meld an almost equal ride with a litheness and poise that's not seen in many grand tourers of the era, let alone luxury saloons. You can sit back and let the chauffeur do the work – or you can give him the night off and go out for some fun. The Silver Shadow may be a superlative car in which to be driven, but the back seat is the best in the house. In the Jaguar, the best place is behind the wheel.

The Rolls-Royce offers a compromise that means that owner-drivers have a nicer time than they did in older models without sacrificing the Rolls-Royce virtues of fine living. And we applaud that. But the Jaguar doesn't feel like a compromise at all – especially when you factor in the £5,439 list price of a Daimler Double-Six Vanden Plas against the £10,550 Rolls-Royce.

There's more. When driving this XJ12, I couldn't think of any car that had changed the game so significantly since. Subsequent XJs feel as if they're chasing past glories, while no other manufacturer has created a car which offers limousine comfort and sports car prowess in the same package. There's a case to make for the XJ12 Series I not only as the best car in the world in 1972, but the best car the world has ever seen. ■

THANKS TO: Jaguar Heritage for the use of the XJ12 (www.jaguarheritage.com) and Ravin Naik for his Silver Shadow

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1973 Jaguar XKE V12 Roadster Right-Hand 17039
This Right-Hand-Drive 1973 Jaguar XKE V12 Roadster with 2 Tops that is finished in Signal Red combined with a Beige interior. This S3 is equipped with a manual transmission, V12 engine, and four Zenith-Stromberg carburetors. Look no further than this extremely desirable last series E-type that is mechanically sound. For $89,950

1968 Jaguar XKE Series 1.5 Roadster #18058

This 1968 Jaguar XKE Series 1.5 Roadster with 2 tops featured with matching numbers. Finished in a Signal Red exterior combined with a tan interior. This classic Jaguar that exudes style, elegance, and performance, look no further than this highly desirable E-Type Series 1.5 that is mechanically sound. For $86,500

1962 Jaguar XKE Series I Flat Floor Roadster Right-Hand-Drive With a Louvered Bonnet

This rare 1962 Jaguar XKE Series I Flat Floor Roadster Right-Hand-Drive with a louvered bonnet featured with matching numbers. Finished in an exquisite Opalescent Silver Blue and is one of 400 right-hand-drive 'Flat Floor' examples ever produced. The coveted XKE Flat Floor Roadster is a true automotive masterpiece that combines timeless design and is mechanically sound. For $159,950

1952 Jaguar XK120 Roadster #17605

This 1952 Jaguar XK120 Roadster featured with a matching numbers. Finished in Old English White complemented with a red interior. Equipped with a 4-speed manual transmission, 3 1/2-liter engine, and Birmingham SU carburetors. This Jaguar presents a unique opportunity for enthusiasts to recommission it to its former glory and enjoy the thrill of owning a piece of automotive history. For $69,950

1969 Jaguar XKE Fixed Head Coupe Right-Hand-Drive #17262

This 1969 Jaguar XKE Fixed Head Coupe Right-Hand-Drive featured with a matching number engine. If you are in search of a classic car that combines timeless elegance and impeccable craftsmanship, look no further than this E-Type Series II that is mechanically sound. For $56,500

1973 Jaguar XKE V12 Roadster 4-Speed #17968

This 1973 Jaguar XKE V12 Roadster 4-Speed featured with matching numbers. Finished in Pale Primrose complemented with black interior. This Jaguar presents a unique opportunity for enthusiasts and collectors alike. With some recommissioning work and care, this classic beauty can be brought back to its former glory, ready to hit the open road once again. For $39,950

1958 Jaguar XK150S 3.4 Roadster #16223

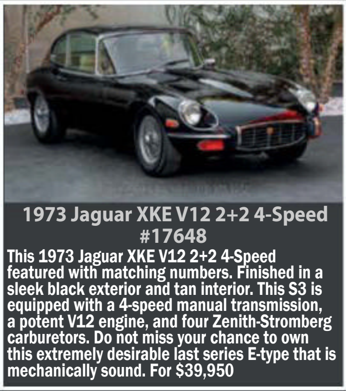
This left-hand-drive 1958 Jaguar XK150S 3.4 Roadster with factory overdrive featured with matching numbers and finished in magnificent color scheme of Carmen Red combined with a Black interior. Do not miss your opportunity to acquire such remarkable and original XK150 'S' model that will make an excellent restoration candidate. For $89,950

1963 Jaguar Mark II #17905

Presenting this 1963 Jaguar Mark II 3.8 featured with matching numbers and finished in Opalescent Dark Green complemented with a green interior. This 4-door Saloon is equipped with an automatic transmission and 3.8 inline-six engine. Look no further than this Jaguar Mark II that is mechanically sound. For $16,750

1993 Jaguar XJS Convertible #17848

This low-mileage 1993 Jaguar XJS Convertible featured with 38,260 miles on the odometer. Finished in a Flamenco Red this convertible is beautifully contrasted by a tan interior. This particular Jaguar XJS comes with a clean CARFAX report, ensuring peace of mind for its next owner. This XJS Convertible is ready to be enjoyed and is also mechanically sound. For $18,750



1973 Jaguar XKE V12 2+2 4-Speed #17648

This 1973 Jaguar XKE V12 2+2 4-Speed featured with matching numbers. Finished in a sleek black exterior and tan interior. This S3 is equipped with a 4-speed manual transmission, a potent V12 engine, and four Zenith-Stromberg carburetors. Do not miss your chance to own this extremely desirable last series E-type that is mechanically sound. For $39,950

1973 Jaguar XKE Roadster #17958

This 973 Jaguar XKE V12 Roadster featured with matching numbers with Jaguar Heritage Trust. This S3 is equipped with a 4-speed manual transmission, a potent V12 engine, and four Zenith-Stromberg carburetors. Look no further than this highly desirable last series of the E-type that is mechanically sound. For $56,500

1990 Jaguar XJS V12 Convertible #18098

This 1990 Jaguar XJS V12 Convertible featured with 58,357 miles on the odometer. Finished in its factory color Jet Black and Barley Tan leather. This 1990s classic comes with the driver's manual handbook, service booklet, and manufacturer's literature. An attractive XJS Convertible that is ready to be enjoyed and is also mechanically sound. For $14,750

1949 Jaguar Mark V Saloon 3.5-Liter #17254

This 1949 Jaguar Mark V Saloon 3.5-liter featured with matching numbers and finished in a two-tone green. This Jaguar has the potential to be brought back to its former glory, making it a worthwhile opportunity for any classic car enthusiast. For $16,750

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EIGHTH WONDER

The eighth XJ-S off the production line was given to Jaguar's Experimental Department where it was driven by Ed Abbott and used to further develop fuel injection plus an upgraded V12. Sold under the counter, it spent 30 years in Sweden before Ed saw it for sale and bought it. We trace the remarkable history of this fabulous car

WORDS & PHOTOGRAPHY: **PAUL WALTON**

On the face of it this is just another early XJ-S, little different from the other 15,525 pre-HE examples produced between 1975 and 1981. But look closely, and you'll notice that this is a very special car; the car's chassis number makes this the eighth production example. If the XJ-S' 21-year production run were a book, this car is the foreword.

Having recently returned to the UK after three decades in Sweden, and now owned by one of its original test drivers, we look into its history and how it survived.

Chassis 2W1008BW was manufactured in January 1975, nine months before the model's launch in September. It had been allocated to Jaguar's Experimental Department from the outset, where it was given the code XJ27/LC2. Since the car was going to be used internally, half-way through painting the colour changed from its original silver to Primrose Yellow, using remaining stocks of this unpopular colour. Once in Experimental, it was often driven by a young Ed Abbott.

Abbott had joined Jaguar as an apprentice in 1970, aged just 16. After spending time in the vehicle safety department, located at Daimler's former plant at Radford, he then joined Norman Dewis' team of development drivers at the Experimental Department in 1973. Incredibly, the XJ-S was a long way from being finished, even though only two years remained before it was due to be launched. There were three main reasons for this.

Firstly, the lack of manpower and facilities. Says Ed, "There was only Norman – who, by then, was constantly tied-up in meetings – three test drivers, »

Mph
Water
Oil
Fuel
Volts
Rpm
x100

JAGUAR
LDU 887P
XJ-S

and a small workshop with clapped-out ramps. To get anything done you needed to ask favours around Jaguar."

Secondly, there were plenty of other projects in development, including the XJ Series II, the XJ coupe and adding Lucas' fuel injection to the V12.

Finally, there was a feeling that the car didn't need that much development because the XJ-S was heavily based on the XJ saloon, and used many tried-and-tested parts. "Other than a bit of ride and brake testing, there wasn't an awful lot of XJ-S work going on," Ed reveals.

It wasn't until mid-1974, when Experimental took delivery of a handful of preproduction cars (followed in early 1975 by the first production examples, including 2W1008BW) that work really started to be ramped up. Despite his age, Ed was responsible for much of it. "I was young and keen, and for some reason Norman trusted me."

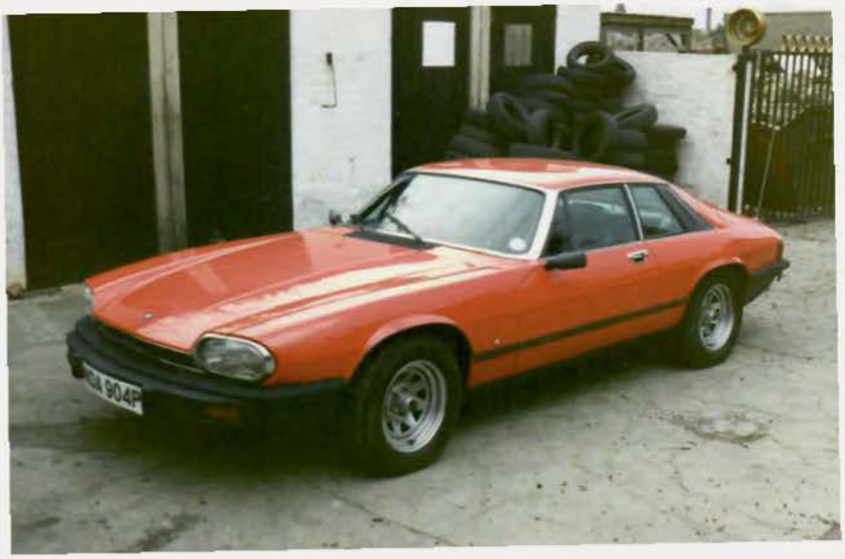
Between 1975 and 1977, 2W1008BW was used to develop Lucas' D-Jetronic fuel injection system, an area of the XJ-S' development that up until then had been largely overlooked. "The first running prototypes in 1973 were on carburettors because the fuel injection wasn't sorted," says Ed. "Until then, all the fuel injection development work had been with an XJ12 Series I because it had more room in the back for equipment."

"THE FIRST RUNNING PROTOTYPES IN 1973 WERE ON CARBURETTORS BECAUSE THE FUEL INJECTION WASN'T SORTED"

In 1977, 2W1008BW was fitted with the short-lived and little-known 10:1 compression version of the V12 and Lucas' new P System digital fuel injection. "The original 5.3 V12 engine was originally designed to have 10:1 compression, plus fuel injection by Brico Engineering Ltd," explains Ed. "Brico, though, pulled out of developing the system at the last minute. So, for the E-type Series 3, Jaguar put on four Stromberg carburettors. But the emissions were rubbish so the compression had to be reduced to 9:1, which killed the power." By 1975, and with fuel injection fitted to the XJ-S, Jaguar's engineers realised the compression could be increased for a tad more power. "The Primrose car was fitted with the first hand-built 10:1 compression V12, plus Lucas' new fuel injection with an ECU in the boot." This saw an increase in power from the 285bhp of early examples to 300bhp. Although rare, the 10:1 compression cars are today considered to be the best of the pre-HE models.

For the majority of the time, the car was based at the MIRA proving ground near Nuneaton, Warwickshire, so it wasn't until September 1975 that »

"A HARD LIFE – COUPLED WITH A ROUGH FINISH – MEANT ALL OF JAGUAR'S EXPERIMENTAL CARS WERE EVENTUALLY SUPPOSED TO GO TO SCRAP"

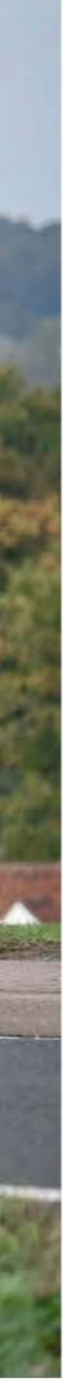


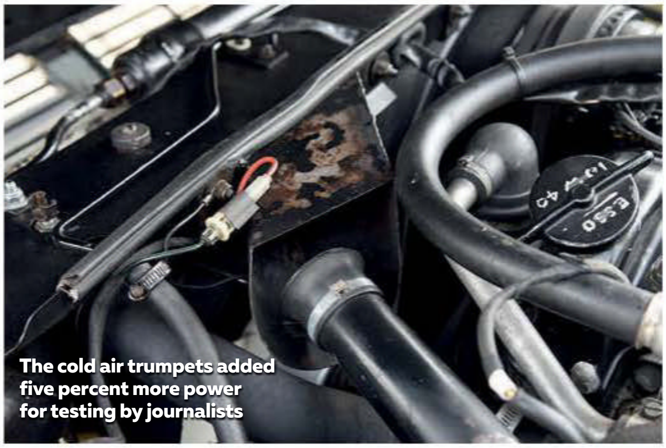
The car in the mid-Eighties, registered NDA 904P, with its larger wheels and sportier wing mirrors

it and five other examples received Coventry LDU registrations and were made available to the British press. It's not known if the Primrose Yellow car – registered LDU 887P – ever featured in a magazine, but LDU 867P was used by *Motor Sport* and LDU 870P was tested by both *Motor* and *Autosport*.

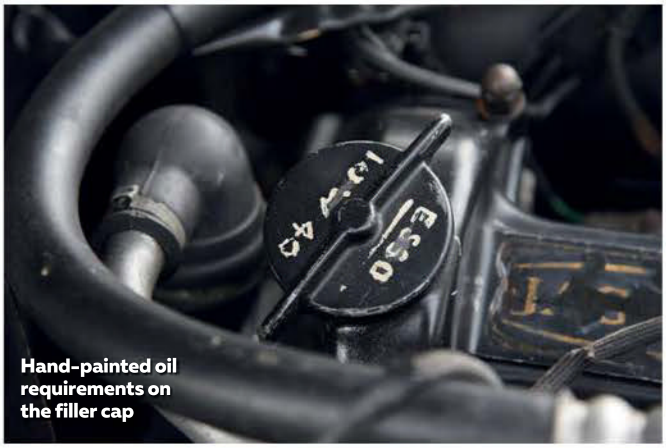
A hard life – coupled with a rough finish – meant all of Jaguar's experimental cars were eventually supposed to go to a scrapyard in Kenilworth to be crushed. Says Ed, "If a thermocouple was needed, for example, we'd simply drill a hole in the bulkhead, never bothering with rubber grommets. Seat covers were unheard of, so, with the mechanics' overalls being covered in oil, the seats would get quite mucky."

By 1980, the 10:1 project was





The cold air trumpets added five percent more power for testing by journalists



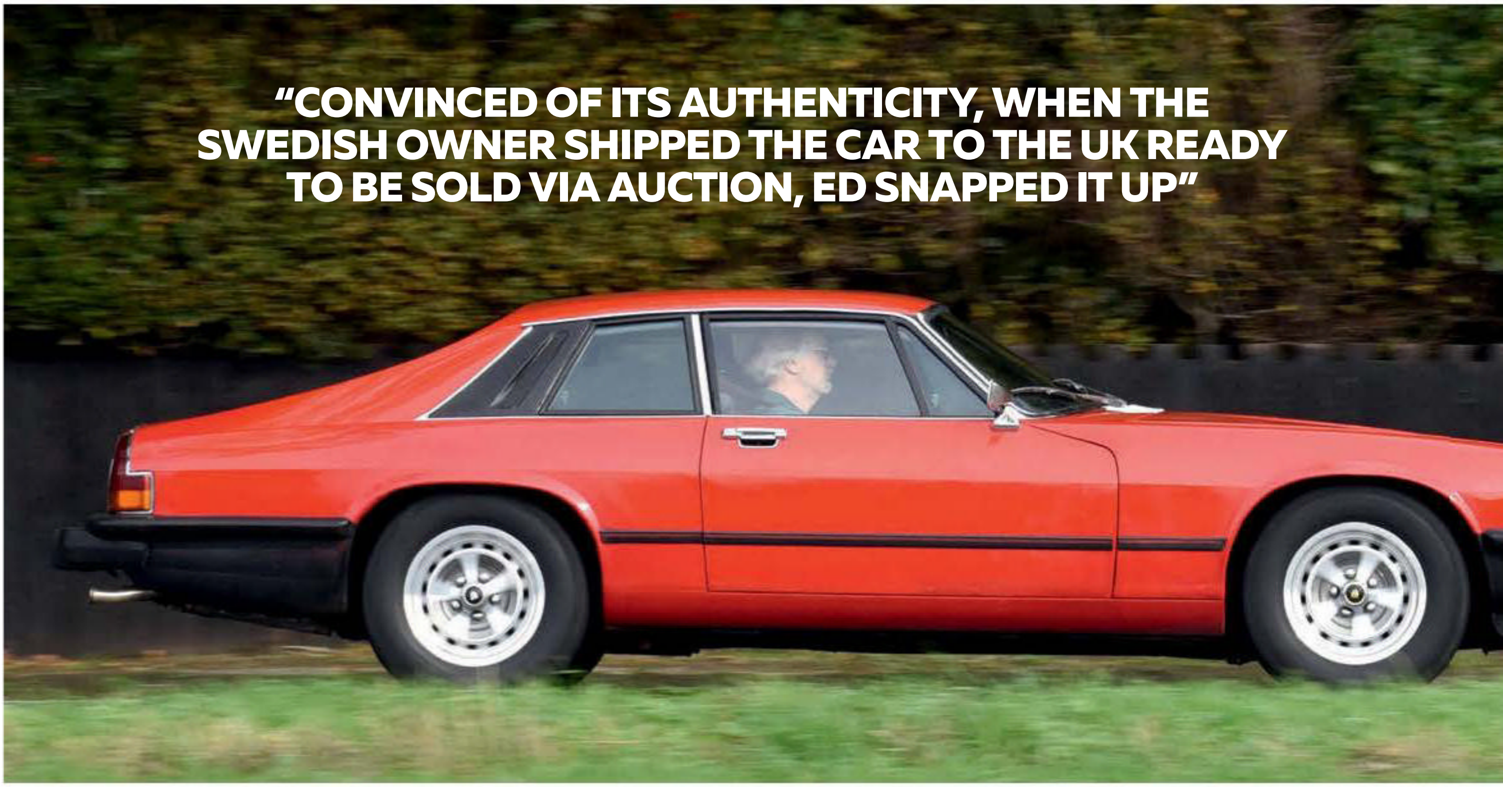
Hand-painted oil requirements on the filler cap

over, replaced by the High Efficiency V12; 2W1008BW was sent to the breaker's yard, its work finished.

After leaving Jaguar in 1985, Ed turned his back on the company and its products completely. Together with his brother, Lionel, he formed the very successful Abbott Racing Motorsport Team; over 15 years, it won several British Saloon Car Championships with Saab UK. Because he had already started to use his experience with the marque to design performance upgrades for Saabs, when racing stopped it was only natural for him to continue, becoming one of the world's leading specialists in the Swedish brand. He still is.

Ed's interest in Jaguar was reignited in the early 2010s when he bought a Mk2 and a MkV, successfully rallying the latter. In 2015, they were joined by a 1980 XJ-S, which Ed uses to compete in events all over Europe. When he saw what was advertised by its Swedish owner on an XJ-S Facebook page as the eighth production example, it piqued his interest. He was initially sceptical it could be such an early car, but that soon changed when he received a picture of the engine bay and saw a pair of non-standard cold-air intakes.

"The XJ-S had to match the E-type V12 when it was tested by magazines otherwise it wouldn't be considered as good. So, one of the cheats we did was to put cold-air intake trumpets onto the press cars – which would produce about five percent more power – to »



“CONVINCED OF ITS AUTHENTICITY, WHEN THE SWEDISH OWNER SHIPPED THE CAR TO THE UK READY TO BE SOLD VIA AUCTION, ED SNAPPED IT UP”

improve their performance. After the journalists had thrashed the cars up and down MIRA for the performance figures, under the pretence of a coffee we’d say to them, ‘Why not come back to Browns Lane – we’ll refuel the cars and make sure everything is okay’. Behind the scenes, we’d quickly take off the cold-air intakes and put on some blanking plates ready for the journalists to take the cars away for a couple of weeks.”

Convinced of its authenticity, when the Swedish owner shipped the car to the UK ready to be sold via auction, Ed snapped it up. Not only did the chassis number definitely make it the eighth car, but when Ed put it on a ramp in his workshop, the axle and gearbox still had thermocouples for measuring temperature. All of this meant it was definitely one of the first production cars, not that Ed has any recollection of it. “I’d have driven it, but I don’t remember it,” he says.

Ed reckons the reason the XJ-S survived was down to the Kenilworth breaker’s yard doing dodgy deals with local dealers, illegally selling Jaguar’s experimental cars, including 2W1008BW. It was immediately resprayed in the more popular Signal Red and sold to an owner in Solihull, before moving to Tunbridge Wells four years later. Around this time, the car received the larger alloy wheels that were *de rigueur* of the time, plus a pair of sportier – but inappropriate – wing mirrors. In 1989, a Swedish engineer working in the North of England oil industry bought the car and took it back to Sweden with him, where it was registered PAM 902.

According to Ed, the car has never been restored although it was off the road for several years while in Sweden. So, other than replacing a noisy water pump, a leaking oil cooler, and the tired front shock absorbers, along with tweaking the front camber, putting on a new set of Avon tyres and recharging the air conditioning, Ed hasn’t done a great deal to the car. “There’s more to do, but it handles and goes well and I plan on just using it.” He has also secured the original LDU 887P registration.

BOSCH
S4 005

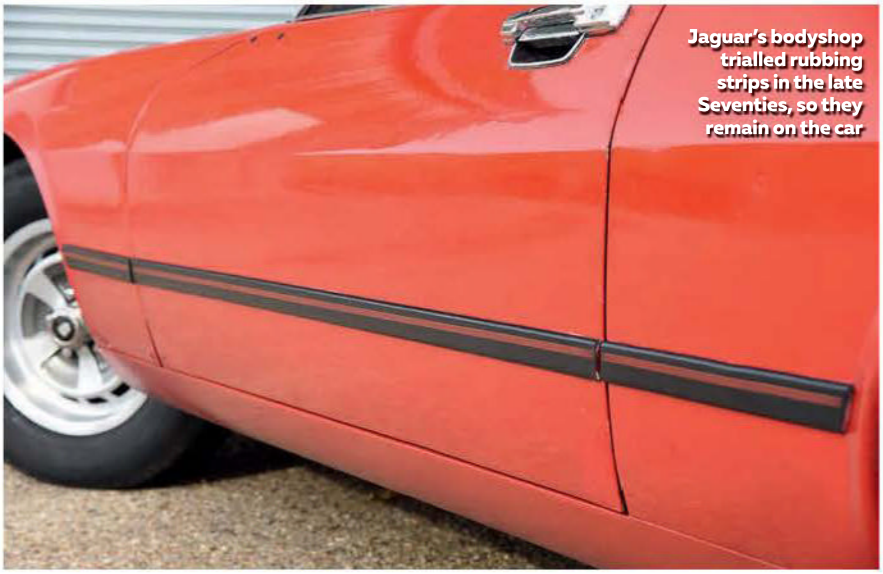
The mess of wires in the boot for the ECU

LDU 887P
XJ-S

When I visit Ed's Essex-based workshop in September 2020, it's clear that the red car isn't an immaculate example, but the imperfections give it a larger and more memorable character. I ask if he plans to return it to its original Primrose, but Ed says, "The red is part of the car's story, plus to repaint it properly you'd have to take the whole car apart; I'd rather make it mechanically sound instead."

Thankfully, it's back on Kent alloys, but there are still two holes in the passenger side door where the now-removed aftermarket wing mirror once was. It also has some wide and ungainly black rubber strips along its flanks, fitted as a trial by Jaguar in the late Seventies. "I can distinctly remember being asked by some blokes from the body shop if they could put rubbing strips on one of Experimental's XJ-Ss, plus a saloon. Next thing I know, they're on a couple of cars, which I thought looked rubbish. Even when the car was painted red those mouldings were left on."

The interior is standard early XJ-S, with every surface covered in black vinyl. But then, I open the bootlid. In the corner is a mass of unruly wires, and an ECU wedged into the side panel rather than hidden under the boot floor as per the production models. Although it's a mess, Ed says this is exactly how it would have looked when the car was still with Experimental, so won't be changed.



Jaguar's bodyshop trialled rubbing strips in the late Seventies, so they remain on the car

It's thought that car number four also survives in Sweden, and that there is a preproduction example somewhere – and with both awaiting restoration that makes number eight the earliest XJ-S on the road – and Ed kindly offers me a drive. The 10:1 compression V12 feels stronger than the earlier 385bhp models, the acceleration a fraction harder. Ed's experience in Jaguar's Experimental Department is obvious by how it handles; with sharp, accurate steering, plus perfectly damped suspension, it is one of the nicest and quickest early XJ-Ss I've driven.

It might be in the detail that makes Ed's XJ-S special, but it's everything else that makes the car fabulous. ■

THANKS TO: Ed Abbott (www.abbottjaguar.co.uk)

HEIR LINE

Although it used a chassis and engine sourced from Standard, it can still be argued the S.S.1 was Jaguar's first car. We explain its history before driving an example of the rare Airline model from 1935

WORDS: **RICHARD BREMNER** PHOTOGRAPHY: **PAUL WALTON**

Even though he owned one, this is a car that (Sir) William Lyons apparently disliked. It shared its bones with one of the most beautiful cars Jaguar produced during its early life, when the marque was branded S.S., but the voguish bodywork of this S.S.1 Airline coupe looked heavy and ill-proportioned. Customers thought so too. The Airline went on sale in 1934, and was dropped two years later after only 624 had been built. That makes it rare, but it's far from being the most-admired model in the S.S.1 range.

During the Twenties, Swallows had evolved from sidecar manufacturer to coachbuilder of bodies based on other manufacturers' cars, and very successfully too. The next step was obvious – for Swallows to make complete cars. That dream took another step forward in the deal Lyons forged with John Black of the Standard Motor Company, and the inspiration of a cartoon. The deal saw component makers Rubery Owen fabricating chassis to Swallows' design and delivering them to Standard where they would be fitted with the running gear and 2,045cc six-cylinder engine of the Standard Sixteen.

The chassis was of the dropped-frame variety, the back axle's leaf springs mounted outboard of the frame rather than underneath it. That allowed the chassis, and therefore the car's body, to sit much closer to the road, allowing Lyons to achieve the more athletic proportions that he sought.

And the cartoon? In an October 1928 issue of *The Autocar* magazine there appeared a rather fine, caricatured sketch of a generic 'Sportsman' coupe. »

It was drawn by notable artist Gordon Crosby, its subject a low-slung coupe with an absurdly long bonnet. Two men gaze upon it, one Crosby himself, the other Montagu Tombs, the author of the accompanying article. One of them has his hands held wide apart, to emphasise the bonnet's length. At the time, cars featuring this elegantly racy look were the preserve of Bentley and Bugatti. Absurd it may have looked, but with three theoretical feet shorn from its theoretical length, it would have looked beautiful with its long wheelbase and cab-rear proportions. Lyons and business partner William Walmsley thought there would be a market for the same idea at a much lower price.

The process of actually developing a new model was very different 100 years ago. Car companies didn't have design studios, and while the inspiration for the Walmsley and Lyons sidecar business was all about style, neither did Swallows. As the excellent *Jaguar Design - A Story of Style* by former designer, Nick Hull, reveals, the main sources of automotive illustration were magazines and the photo-engraving studios that produced artwork for car brochures. As it happened, publishers Iliffe Press owned both Coventry-

"The S.S.1 Airline ought to have been a good idea, a handsome car rendered more rakish with some curvedly refashioned bodywork"

based British Photo-Engraving and *The Autocar*, and Lyons was close to both, the magazine's journalists a good source of knowledge and news.

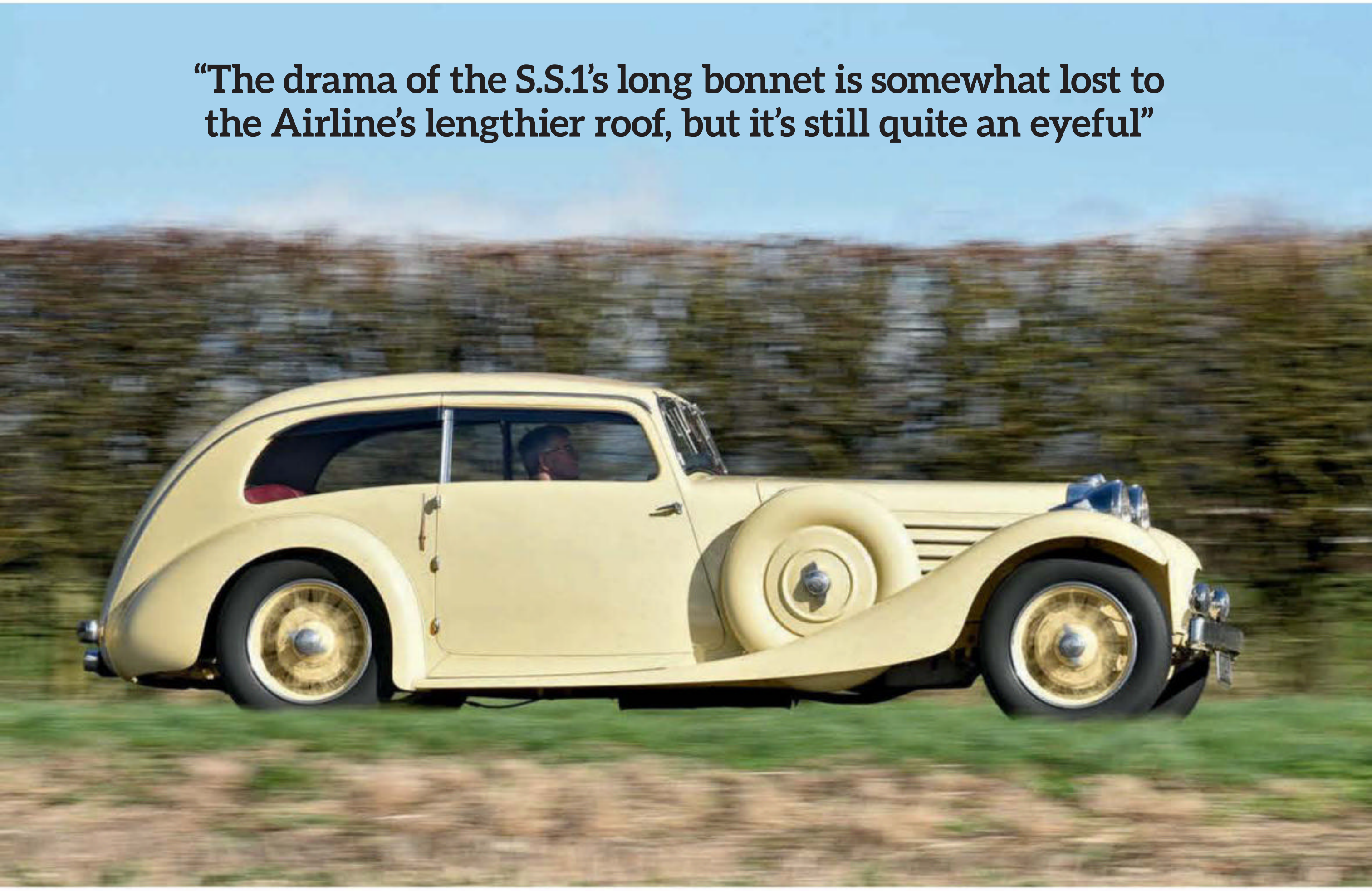
Lyons consulted sales people at dealer Henlys, previous bulk-buyers of his cars, and staff at Iliffe about the direction S.S.'s next models should take. Donald Reesby, the chief artist at British Photo-Engraving, produced an illustration that Lyons liked very much. Its proportions bore a strong resemblance to the 1928 Crosby cartoon, although it's not known whether that directly influenced Reesby. He would almost certainly have seen Crosby's sketch, however.

From the Reesby illustration, Lyons and his talented coachbuilder Cyril Holland built the car up around the first fresh-minted S.S. chassis, which arrived from Rubery Owen in the summer of 1931. The aim was to have this car ready for display at the London Olympia Motor Show that autumn. During the build Lyons was struck down with appendicitis, removing him from the process for six weeks. When he got back, he did not see the car he was expecting but a version with a higher roof, ruining its proportions. Walmsley had ordered it to be raised to improve headroom. Lyons was allegedly furious, but it was too late to do anything to a car whose cockpit, "looks like a conning tower," he reckoned.

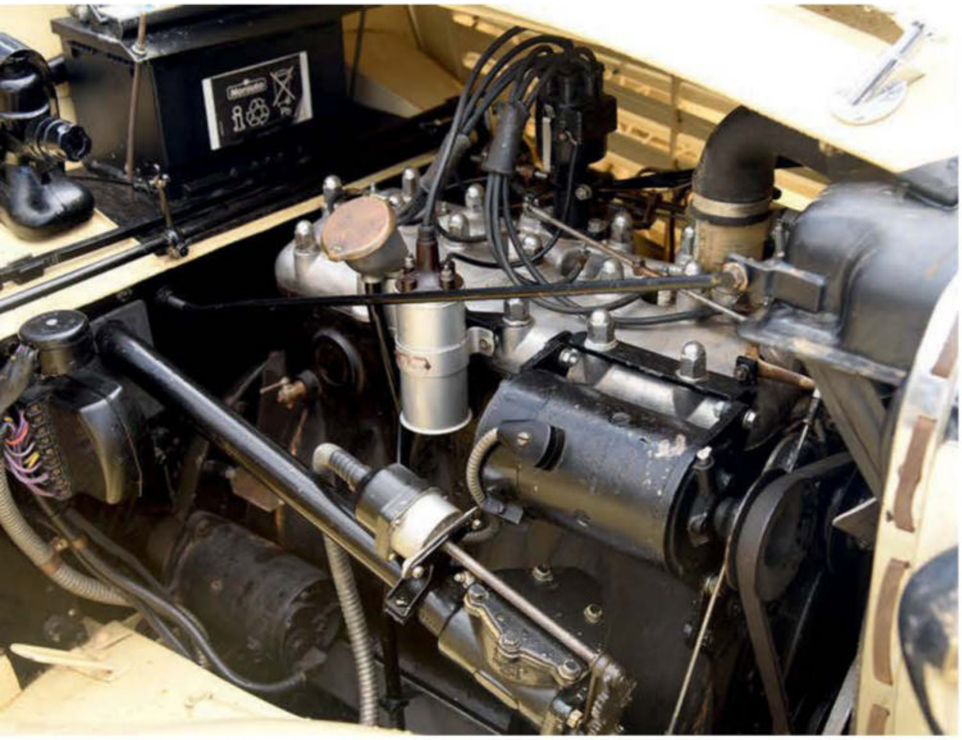
The S.S.1 would not be the company's only new Olympia reveal. A smaller version of the same idea, based on a Standard Little Nine and called S.S.2, also appeared along with the existing Austin Seven, Standard Nine and Wolseley Hornet Swallows to give the company a five-car range. As it had done before, dealer group Henlys ordered 500 S.S.1 units, more than bankrolling the production costs.

Lyons had not finished with the S.S.1, however. During 1932 he and Holland set about redesigning it to achieve the proportions originally intended. The wheelbase was stretched by seven inches, the bonnet raised to create a very shallow, letterbox-like windscreen. The wings and running boards were more flowing, the doors reshaped, the radiator restyled and the headlamps set further apart. The result was at once graceful, elegant, dramatic and finely wrought in the details. It would be the first of many exquisitely realised cars from William Lyons.

It was followed in 1933 by a four-seat S.S.1 open tourer and a year later by an S.S.1 4-Light saloon, with rear side windows rather than the broad, vinyl-covered D-pillars. If »



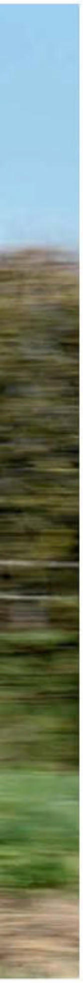
“The drama of the S.S.1’s long bonnet is somewhat lost to the Airline’s lengthier roof, but it’s still quite an eyeful”

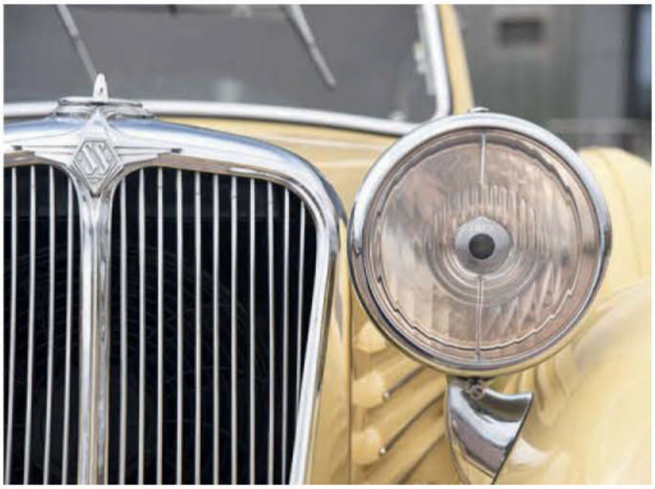


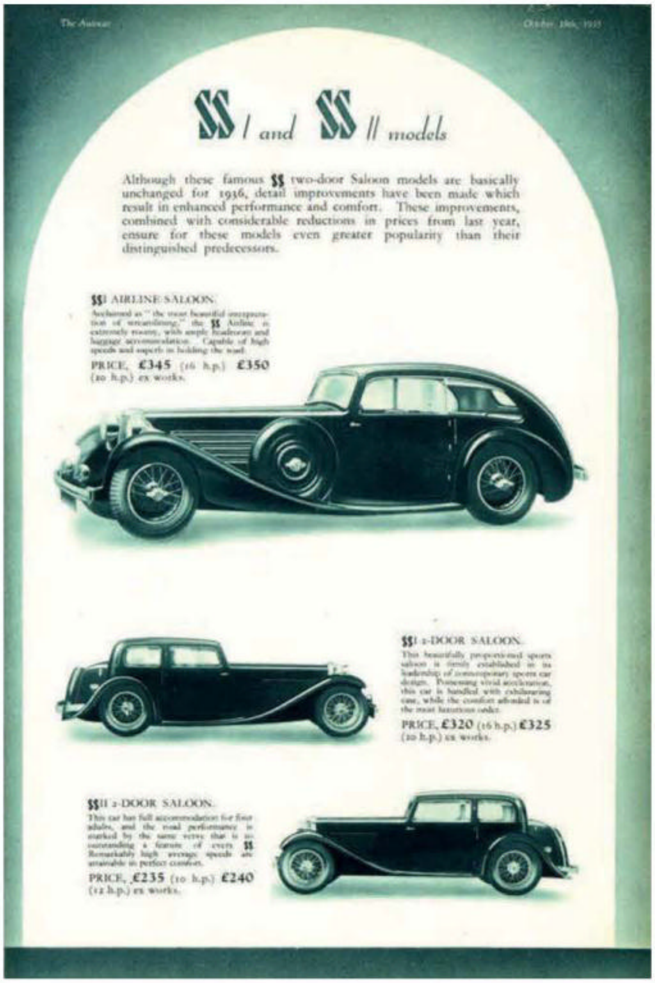
anything this was even more stylish than the original coupe, the saloon soon outstripping its sales. S.S. Cars’ success encouraged a particularly active year of product development in 1934, the most significant being the start of work on an all-new S.S. Jaguar saloon. But among the new launches was the S.S.1 Airline, as featured here, which appeared in October.

It was a car inspired by a fad and the efforts of *The Autocar’s* editor, who was said to have provided a drawing for Lyons. Supposedly streamlined, aerodynamic cars achieved a brief popularity in the Thirties – MG, Hillman, Rover, Singer, Talbot and Triumph all producing models with a continuous, steep-swooping fastback of varying degrees of beauty. There was likely little improvement in the car’s aerodynamics, but the look was usually racily neat, and in a few cases actually beautiful. Most were called Airlines, the (decidedly ugly) Singer an Airstream.

The S.S.1 Airline ought to have been a good idea, a handsome car







The Autocar October 18th, 1935

SS I and SS II models

Although these famous SS two-door Saloon models are basically unchanged for 1936, detail improvements have been made which result in enhanced performance and comfort. These improvements, combined with considerable reductions in prices from last year, ensure for these models even greater popularity than their distinguished predecessors.

SS I AIRLINE SALOON.

Acclaimed as "the most beautiful interpretation of streamlining," the SS Airline is extremely roomy, with ample headroom and luggage accommodation. Capable of high speeds and superb in holding the road.

PRICE, **£345** (16 h.p.) **£350** (20 h.p.) ex works.

SS I 2-DOOR SALOON.

This beautifully proportioned sports saloon is firmly established in its leadership of contemporary sports car design. Possessing vivid acceleration, this car is handled with exhilarating ease, while the comfort afforded is of the most luxurious order.

PRICE, **£320** (16 h.p.) **£325** (20 h.p.) ex works.

SS II 2-DOOR SALOON.

This car has full accommodation for four adults, and the road performance is marked by the same verve that is so outstanding a feature of every SS. Remarkably high average speeds are attainable in perfect comfort.

PRICE, **£235** (10 h.p.) **£240** (12 h.p.) ex works.

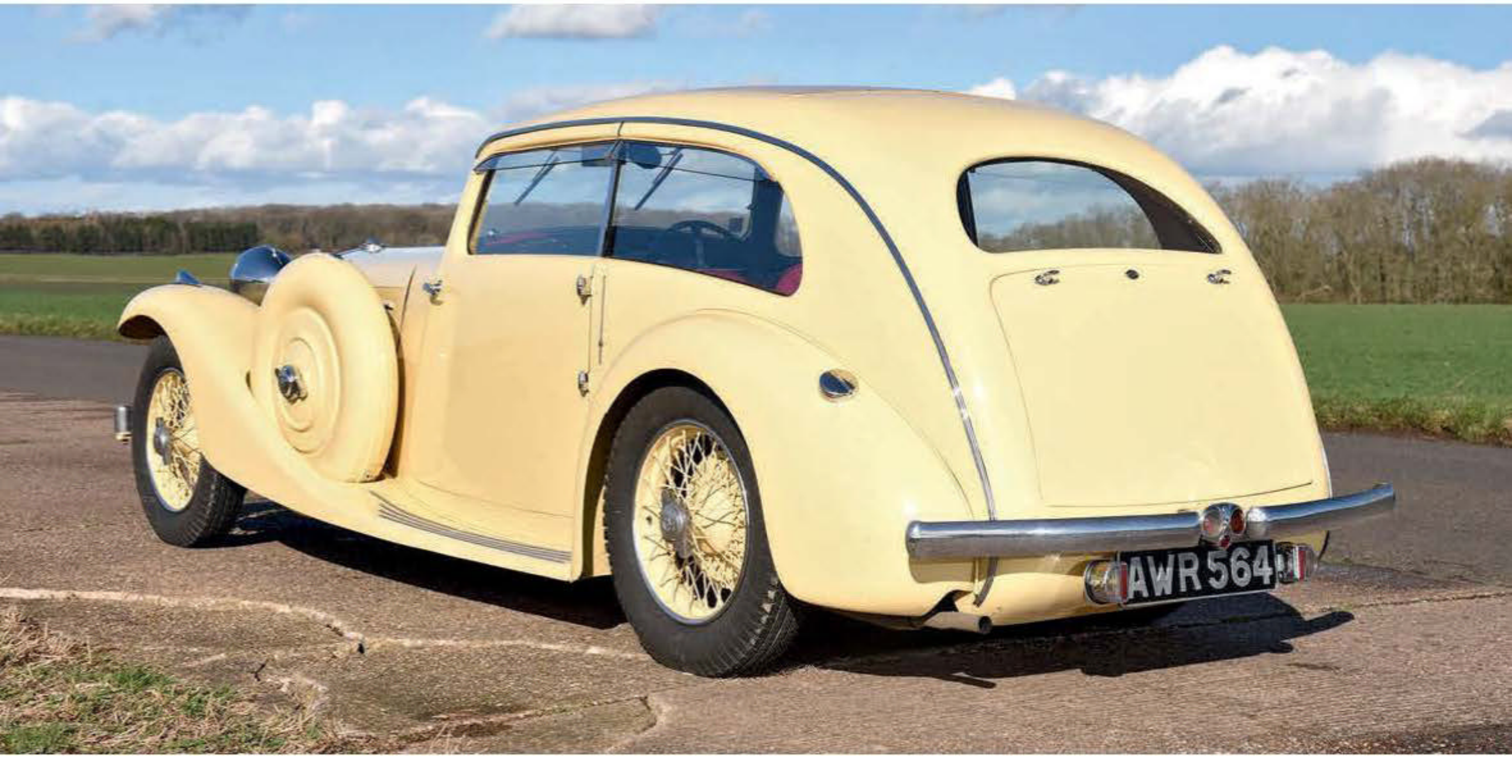
rendered more rakish with some curvedly refashioned bodywork. Plenty of detail changes also altered this S.S.1's visual character, but it was the Airline's silhouette and rear end that changed the most. The roofline began an increasingly steep descent just aft of the rear axle, plunging in an unbroken arc to terminate just below the bumper. The side window treatment changed too. There was now no B-pillar, sealing achieved simply by overlapping the rear side glass and the glazing of the doors, which were rear-hinged.

The front section of the car was altered too. There was no longer room for a spare in the tail, the wheel now mounted just behind the front wing. To even things up, another spare was mounted on the opposite side, the two fitted with body-coloured shrouds. It lent the S.S.1 something of an American look reminiscent of Cords and Duesenbergs, especially with the bonnet louvres cut horizontally rather than vertically.

The S.S.1 Airline did look more modern, but it also looked heavy around the rear and was indeed heavier in reality. Lyons' customers were fast getting used to S.S. cars that looked handsome from every angle, but the Airline was not one of them, and he was very disappointed with the result. It is, nevertheless, an interesting car today and merely an unhappy variant of a car that was very successful. It is also very much of its time, reflecting the brief fashion for aero-look cars with a touch of the art deco design movement in their details.

The example in the Jaguar Daimler Heritage Trust collection was built in March 1935, six months after the model was announced, for a Captain S Clough who had ordered it from the SS dealer in Harrogate. Its second owner, an LA Kirby, bought it in 1948 and kept it until 1984, when it was bought by a Jaguar museum. A decade later the S.S.1 was acquired at auction by the Jaguar Daimler Heritage Trust. So it's led a charmed life for several decades. And whatever one's thoughts about its proportions, this Airline is certainly a compelling sight, what with its cream paintwork, military spotlight-sized headlights and twin wing-mounted spare wheels. The drama of the S.S.1's long bonnet is somewhat lost to the Airline's lengthier roof, but it's still quite an eyeful.

So is the interior, much of which is blood red. The carpets, seats – more sumptuous than you'll find in most Thirties machines – are all of this hue, the effect all the more dramatic because the accommodation for those in the rear is shaped like armchairs. And the doors are exquisitely trimmed: the veneer wood capping's lower edge swoops to a dip above the window winder that's mirrored by the shape of the carpet at its base. Between them is more of that red leather, the centrepiece of which is a pair of embossed storage pouches. Even at this early point in its life, Jaguar was offering extraordinary luxury for the money, the £360 S.S.1 Airline providing the finish of cars costing three times the price. »



The dashboard is no less impressive, a lustrous slice of wood the setting for the gloss-black ellipse that presents a generous stock of instruments. Among these is an ingenious combined speedometer and tachometer, the engine's speed in each of the top two gears (there are four in all) illustrated by concentric markings. At a fraction over 3,000rpm in fourth you'll be advancing at 60mph, then.

Before such heady speeds must come the unfamiliar business of getting in, unless your daily driver happens to be a 21st century Rolls-Royce. Like Goodwood's luxury cars the Airline's coach doors have you wondering whether you should reverse yourself into the driving seat. But no need – it's a wide-opening door and easy to drop onto the red leather, the latch clacking shut behind you. If you're a little short in the back, as your reporter is, you'll find yourself sitting a bit low, the S.S.1's famously long bonnet appearing to rise before you, flanked by the glorious chrome domes of its headlights.

The steering wheel is huge, sits quite close to your chest, its spokes sprung. Effort is needed to shift it at parking speeds, but the need for grunt evaporates on the move. It's quite accurate, but this is a car that you must steer all the time, its passage frequently directed by the contours of the road below. But you get used to that, if not the ease with which the wheels can be locked on a damp road. The brakes are pretty good – good enough to easily overwhelm the Airline's slender tyres.

You have to recalibrate of course, driving this car instantly reversing you through 85-odd years of automotive development. The effectiveness of the brakes, and their decent feel underfoot, lull you into thinking that this is a more modern car, however. So does its performance, and the surprising precision of its gearchange. It's not remotely quick of course, nor even brisk, but the straight-six Standard engine delivers stout and unstressed zest compared to most cars of the day, enabling you to achieve a 50mph cruise with some ease.

Your pace must be substantially pruned before you get to a bend though. Too much, and the rising panic you might feel if running downstairs with an overloaded dinner tray threatens. The physics of friction, velocity and topography are often very present aboard a 1934 car, as are the limitations of tyre designs of the same era. You can sometimes hear your cornering speed crushing rubber, at which point it's wise to back off.

If all of this makes the S.S.1 feel a bit of a handful, well, it is by 21st century standards or even those of the Eighties. But it's vastly better than many of its grindingly slow, barely stable contemporaries. It's a car that you must learn the art of driving, and one that would undoubtedly reward the effort. When you're in it there's much to be savoured, from the metal sculpture seen through that shallow screen, to the art deco luxury of the cabin. And from in there, you won't see the over-heavy slump of the Airline's rump. ■

THANKS TO: Jaguar Daimler Heritage Trust (www.jaguarheritage.com)

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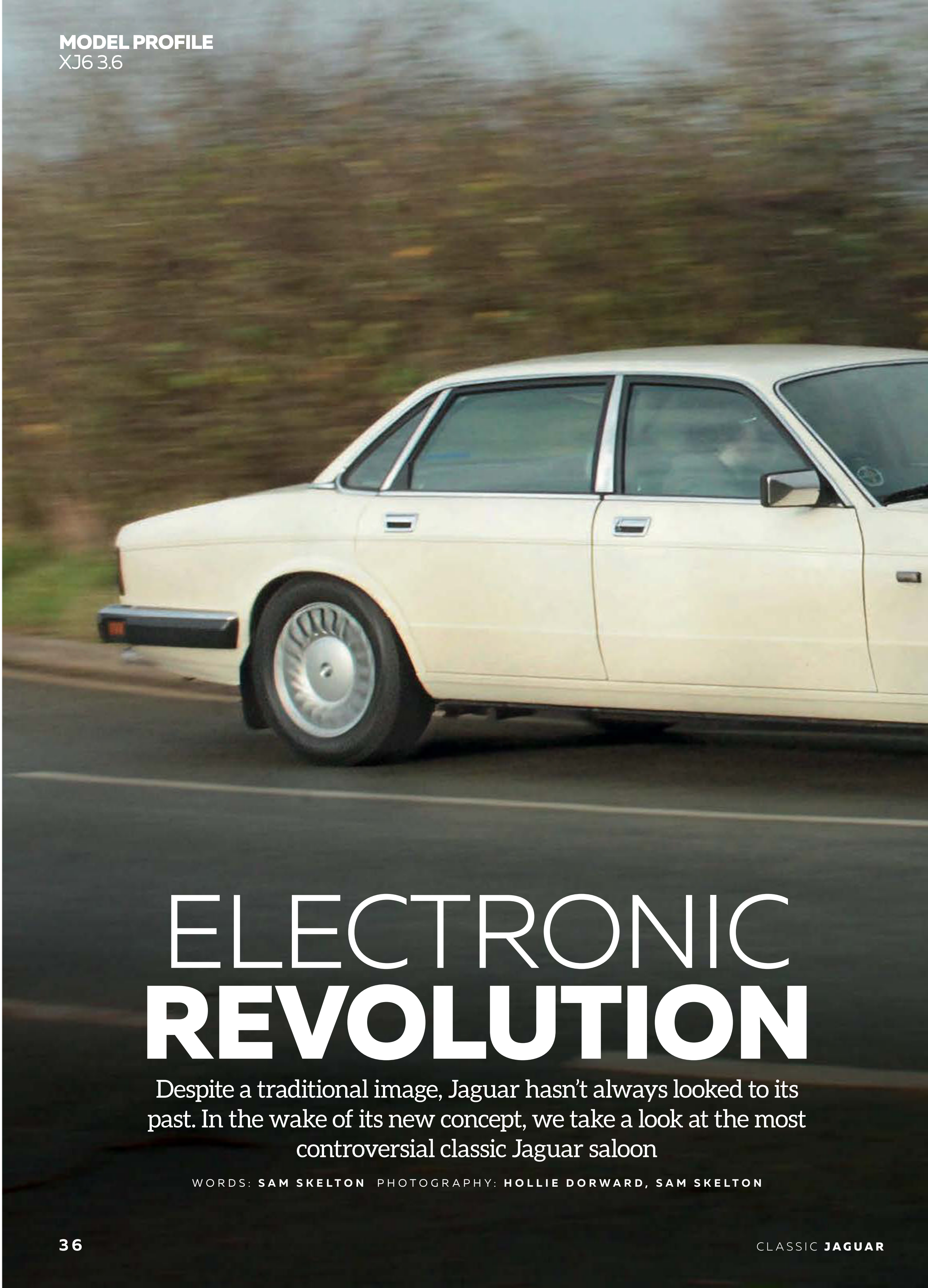


ELECTRONIC **REVOLUTION**

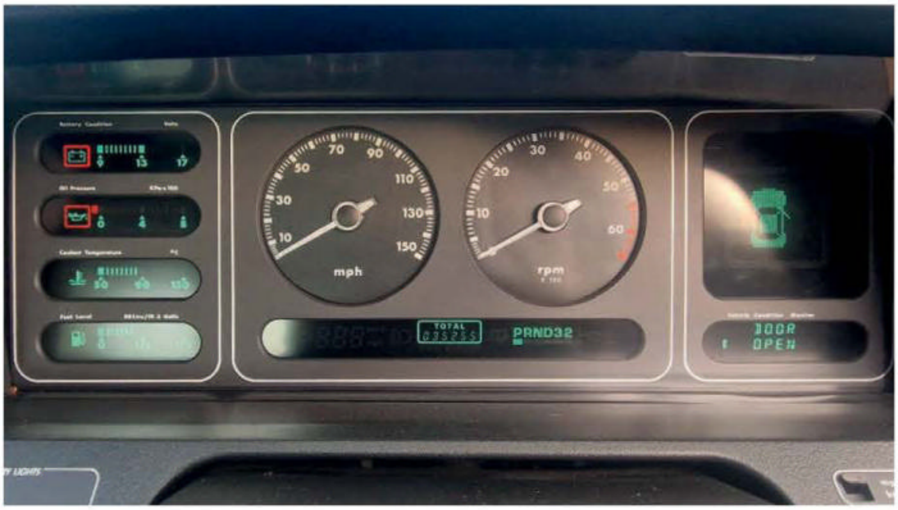
Despite a traditional image, Jaguar hasn't always looked to its past. In the wake of its new concept, we take a look at the most controversial classic Jaguar saloon

WORDS: **SAM SKELTON** PHOTOGRAPHY: **HOLLIE DORWARD, SAM SKELTON**

If you are in any way a Jaguar enthusiast, you will by now have seen the new Jaguar concept car unveiled in Miami in December 2024, and you will have formed your own opinion as to whether it is or is not a good thing. But a key thing that will be forgotten by many enthusiasts is that Jaguar has done this before. It's no stranger to controversy – and indeed, for various reasons it can be argued that every feature in this issue contains a model that was in some way controversial when launched. The Series I XJ rationalised an entire family down into one, new, sporting saloon range. The XJ-S took what we knew about Jaguar sorts tourers and turned it squarely on its head. The S.S.1 was the car that effectively changed Jaguar from a coachbuilder into a motor manufacturer, and the XJ40 took the well-established XJ line and infused it with contemporary styling and features contrary to its traditional image.

And while the new car showcases Jaguar's electric future, let's not forget that a shining electronic future was heralded by the XJ40 at its launch in 1986. There were LCD gauges, and buttons that operated against a circuit board underneath the instrument panel. In the old Series III the driver's biggest inkling of the technology in the car was the trip computer, whereas with the new car it was everywhere around you. From the outside, the car looked technical, too – gone were the soft curves in favour of a square-edged look. Fans of the Sinclair ZX Spectrum who had played Minder would know just how hard it was to render a Series III in pixel form, but the new car looked as though it had spent its entire design life on a screen. It brought new efficiencies too – more power, despite smaller engines – the 2.9 could muster 165bhp, while the 3.6 was good for 225 – up on the 3.4's 160 and 4.2's 200 respectively. Both were fuel injected, and the automatic transmission options had gained a gear from 3 to 4 speeds. There was more space, too – while the new cars kept the sensation of cosiness, they were noticeably roomier than the outgoing cars. There was only one engine family – Jaguar having sacrificed the idea of »

the V12 in a bid to avoid being forced to use the Rover V8. It got its way, a new six-pot was commissioned – and the prevailing idea in the early 1980s was that such large and profligate engines as the V12 would be unnecessary and out of fashion by the end of the decade. The truth – that BMW and Mercedes-Benz were both planning V12s of their own – wasn't made apparent until much later. And there were advances such as metric wheels using TD rims. This was predicted to be the future in the 1980s – BMW, Austin Rover, Citroën and Jaguar were among several brands which took up the idea of the TD rim, which was supposed to prevent the tyre from breaking loose of the bead in the event of a puncture.



To ensure that tyres with a conventional bead weren't used – the two systems weren't compatible – TD rims used metric tyre sizes, with Jaguar using a 390mm size that was only slightly larger than its usual 15 inches. TD rims, ultimately, didn't catch on – and the scarcity of recently-made tyres is why so many of the cars mentioned have now lost their original alloys or wheel trims in favour of those from later examples.

The car we have here is no different. A very early 1987 build, the Nimbus White car would have left the factory on steel wheels with trims, both of which are supplied for the sake of originality – but it has since been fitted with 20-spoke alloy wheels borrowed from the X300. Saville Grey was one of four interior colours available to accompany Nimbus White, alongside Black, Oatmeal and Mulberry – and while tweed was standard for an XJ6, the first owner of this car specified leather. An invoice price new of £21,310 – minus £2,500 trade-in for a 1980 XJ6 4.2 in white – included the above leather, automatic transmission and ABS over the standard list price of £18,495. A Sovereign would have cost the first buyer of this car, a Mr L. Abrams of Ormskirk, £24,995. £2,000 less in both instances would have secured the same specification with the smaller 2.9 litre engine, while £28,495 bought the 3.6-only Daimler.

"White is not the most flattering colour, it shows up every imperfection, and yet this car looks like new"

For around £21,000, Mr Abrams could also have considered an Audi 200 – if he could have talked the dealer into a two grand discount. A BMW 535i SE would also have been available, though everybody knew the new model was only a year away. Alternatively, a 730i could be had, with a spare £1,000 for automatic transmission. If you wanted a Mercedes a 300E was good value at under £20,000 – or a 300SE would have been just within reach at £21,635. Rover's Sterling 2.5 at £18,795 was a boon to Jaguar's marketing people, given that the XJ6 even in 3.6 litre form was cheaper in base specification. The new Jaguars may have been more expensive than the outgoing models – six months earlier an XJ6 3.4 would have cost £15,595 and a 4.2 £16,995 - but they still offered good value against the competition. Would you, after all, have wanted a £16,300 Vauxhall Senator over a Jaguar 2.9 for the same sort of money, either as a private buyer or company car chooser?

It's had just three owners – and has been sold before by dealer Kim Cairns, at whose premises we found the car for our shoot. The previous owner simply wasn't using it as his collection is too extensive – and while we can certainly understand that we agree it's a shame that it's not being used and enjoyed as often as it should. Because it's a really good example. White is not the most flattering colour, it shows up every imperfection, and yet this car looks like new. Under the bonnet, I asked Kim's detailer Adam how long he spent on it before my arrival – I was told it had needed nothing doing. Inside, not a scuff to the leather nor scratch to the wood. If I wanted to experience an early XJ40, this was the car.

Regular readers will know I have experience of the car it replaced – I have recently owned a 1985 Daimler 4.2, so »

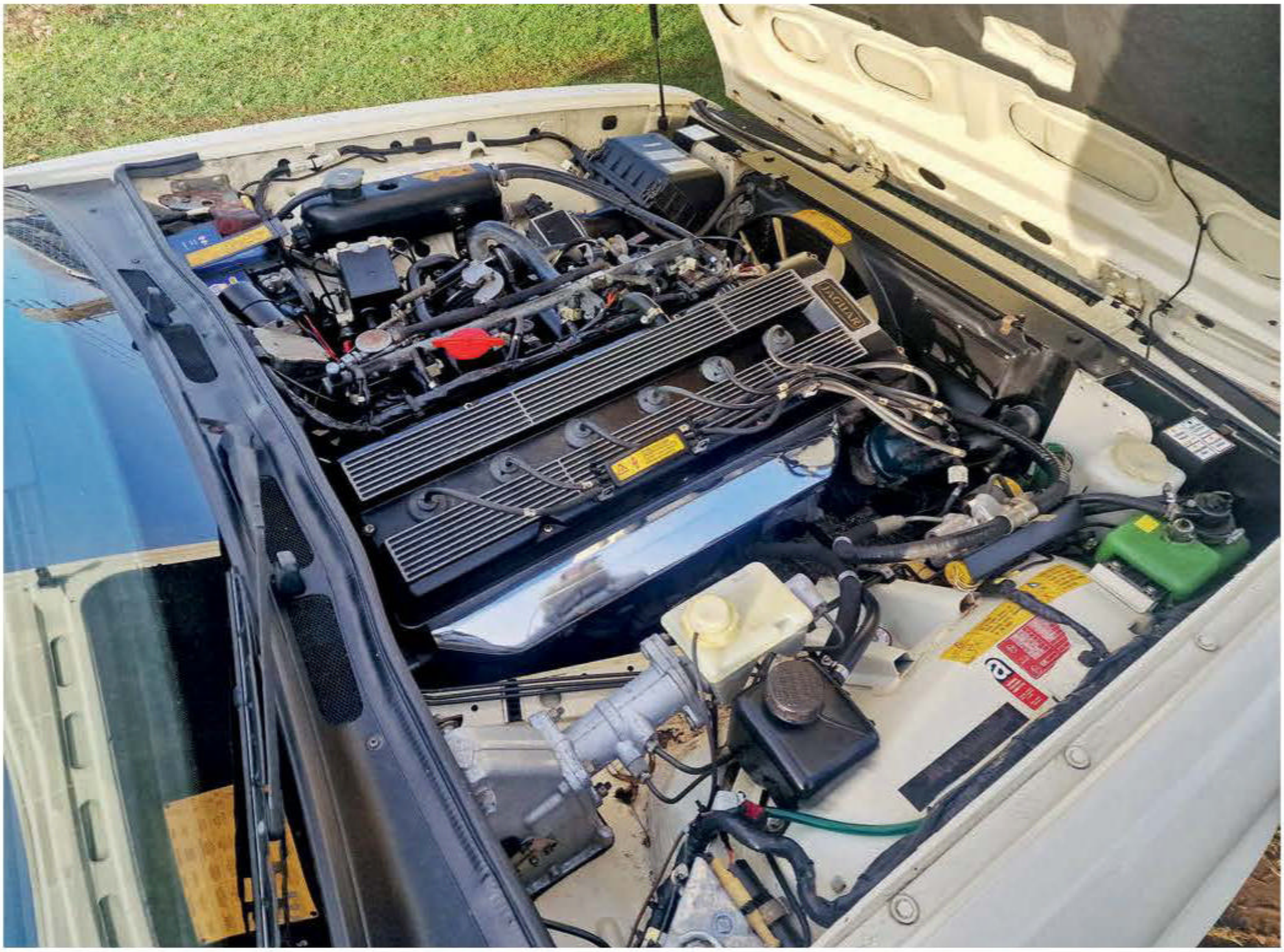
was able to compare the experience of this XJ40 with the experience of its direct predecessor. It feels much bigger, colder, more clinical on the surface. It definitely feels like a car inspired by technology – there's almost a log fire feeling to a Series III (leaving aside the fact I'd have liked to put mine on one…) where the LCD displays in the newer car make it feel more modern and technical. Ironically, forty years on they date the car far more strongly, but at the time it was as close as the average man could hope to get to the rarefied world of the Aston Martin Lagonda. I've heard the dashboard described by a friend as "Tokyo by night" – and he's not far wrong, there is something of a forward thinking town that never sleeps to it. The grey backdrop feels somehow technological, perhaps because of the contrast from the wood I'm used to seeing around Jaguar dials. While the XJ40 was a production reality, this car has me wondering about the sort of concept cars Jaguar might have produced in the early 1980s to indicate their future direction, and whether they might have been as daring as we consider the Type 00 today. Obviously designs do get toned down for production, but if this is the toned down version, the concept that never was would have had to be pretty extreme for a Jaguar.

There are other new features in the XJ40 that would subsequently become brand staples; it was the first appearance of the J-gate selector courtesy of Engineering Director Jim Randle – a solution for drivers who wanted an automatic but still to have a degree of choice and amusement should they want to drive in a more sporting fashion. It also used 25% fewer pressings than its predecessor, contributing to relatively light weight and improved stiffness. Sadly, gremlins and reliability issues with the electronic dashboard saw Jaguar revert to a more conventional style for 1990, with four minor gauges

surrounding the revcounter and speedo and a new integrated trip computer in the odometer display. This would be followed by new, larger engines – the single cam 2.9 retired in favour of a twin cam 3.2, and the larger engine upscaled to 4.0 – and finally, for 1993, a V12 variant.

But were the purists right to be suspicious, or is the XJ40 really a proper Jaguar in thin glasses and a rollneck jumper? From behind the wheel, it certainly feels right – it rides well, it's quiet, and there's an air of serenity in here that almost puts us in mind of that other futuristic exec, the Citroën XM. I am a long term X300 owner, and »

D55 UCW
DUTTON-FORSHAW



that car is fundamentally an XJ40 with some of the softer edges and tweedy feel of the Series III re-injected – for me it's the ideal blend of the older feel with the newer practicality. But to drive an XJ40 as it was always intended shows the brilliance of a design which has become more and more appreciated as time has passed.

But herein lies the issue with this specific car for me. It's done just 35,000 miles with three owners in its 38 year life. By contrast, it would take me under two years of regular use to add the same again. By which point, it's a 70,000 mile example – nothing really special, albeit lower than average. Someone like me would be better served by a higher mileage example, while a car like this belongs in a collection where it can be enjoyed and savoured on a less regular basis. And yet, unsurprisingly, it feels too good to be used in that way. Low mileage cars are therefore the ultimate question poser for someone like me – do I use it and erode what makes it special, or keep it for special days and deny myself the pleasure? I would love to use this car every day – and as it edges closer to 40 it becomes more and more tempting, given that historic cars are exempt from clean air zones – but it's not the right thing for the car. Perhaps a pair of XJ40s is the answer – this and a scruffier example for regular use – but that's where things start to get silly, and you end up with a collection so big that nothing gets properly used.

> “It's testament to how right the XJ40 really was though”

SPECIFICATION

1987 **JAGUAR XJ6 3.6**

ENGINE: 3,590cc 6-cyl
POWER: 221bhp
TORQUE: 248lb ft
MAX SPEED: 135mph
0-60MPH: 7.4secs
TRANSMISSION: 4-spd automatic
ECONOMY: 25mpg
PRICE NEW: £18,495 (without options)
VALUE NOW: £15,995

It's testament to how right the XJ40 really was though, how good at being a Jaguar despite the square edges and the bright displays, that forty years on I want to use it as a car rather than as a toy. It shows how well it still drives, how comfortable it still is, even little things such as the vastly improved visibility over anything made since.

And if we can look back at the XJ40 with this mindset today, maybe by 2065 or so the detractors will come round to the promise of Jaguar's new electric age. ■

THANKS TO: Kim Cairns Classic Cars in Snettisham, Norfolk PE31 7PF, tel 01485 541526, kimcairnsclassics.co.uk for the loan of the car featured

ON TRACK

PHOTOGRAPHY: **ROGER, CHRIS & NICK GAGE**

Our pictorial report from the world's biggest historic motorsport festival

The Goodwood Revival is arguably historic motorsport's single greatest track event. While there are many opportunities to watch historic racing in the UK, the Revival is the only one which has entered the social calendar owing to its mixture of high profile drivers, exotic machinery and the culture which surrounds the event. A three day event that harks back to the circuit's operative days from 1948-1966, the first revival took place in 1998 – fifty years after the opening of the Goodwood circuit. Grand Prix, Sports and GT, saloon and Formula Junior models all compete in period correct races, with former competitors having included Sir Stirling Moss, Damon Hill, Sir Jack Brabham and Barry Sheene alongside celebrity enthusiasts including Chris Rea and Rowan Atkinson.

Visitors are encouraged to dress in clothing that harks back to the golden age of post war motorsport, with two decades of cars and fashions from which to choose. There are several races over a weekend of competition, and many of these include Jaguar driving competitors. We dispatched Roger, Ian and Christopher Gage to the 2024 event to report back for us – here's their pick of the automotive action.

FORDWATER TROPHY

Returning for 2024 in its original format for the first time since 2019, the Fordwater Trophy is a race for sports and GT cars constructed between 1955 and 1960. All cars are production based racers – with Jaguar XKs competing against Austin Healeys, Lotus Elans and MGAs among other sports racers

FREDDIE MARCH MEMORIAL

The race may only be a 25 minute sprint, but it involved the cars that would originally have competed at Goodwood in the Goodwood Nine Hours endurance races. These early 1950s racers include the Aston Martin DB3S and the Allard J2X, but also the legendary Jaguar C-type developed to compete at Le Mans

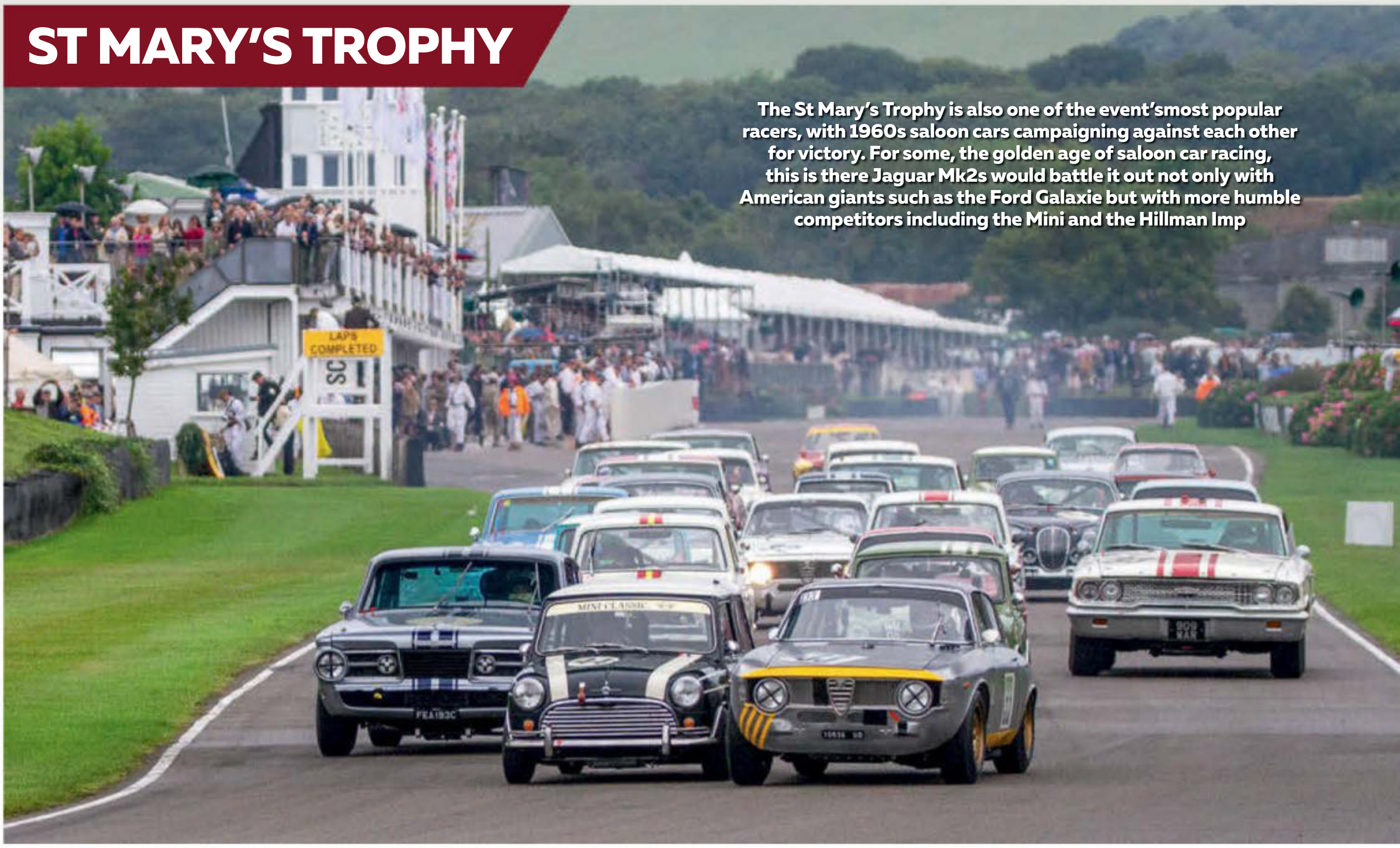
KDB100
58
TKV 500
VPF 272
PUG 676

7
MHP 825
LWM 140

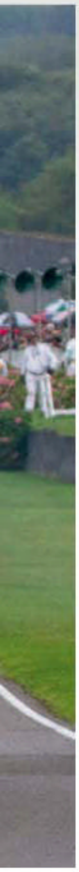
RAC TT

For closed cockpit GTs and prototypes from 1960 to 1964, many believe that the RAC TT is the most important event in historic motorsport worldwide. Showcasing cars that would have competed in the RAC TT during the circuit's glory days, expect to see Jaguar E-types competing with AC Cobras, Corvette Stingrays and Bizzarini 5300GTs

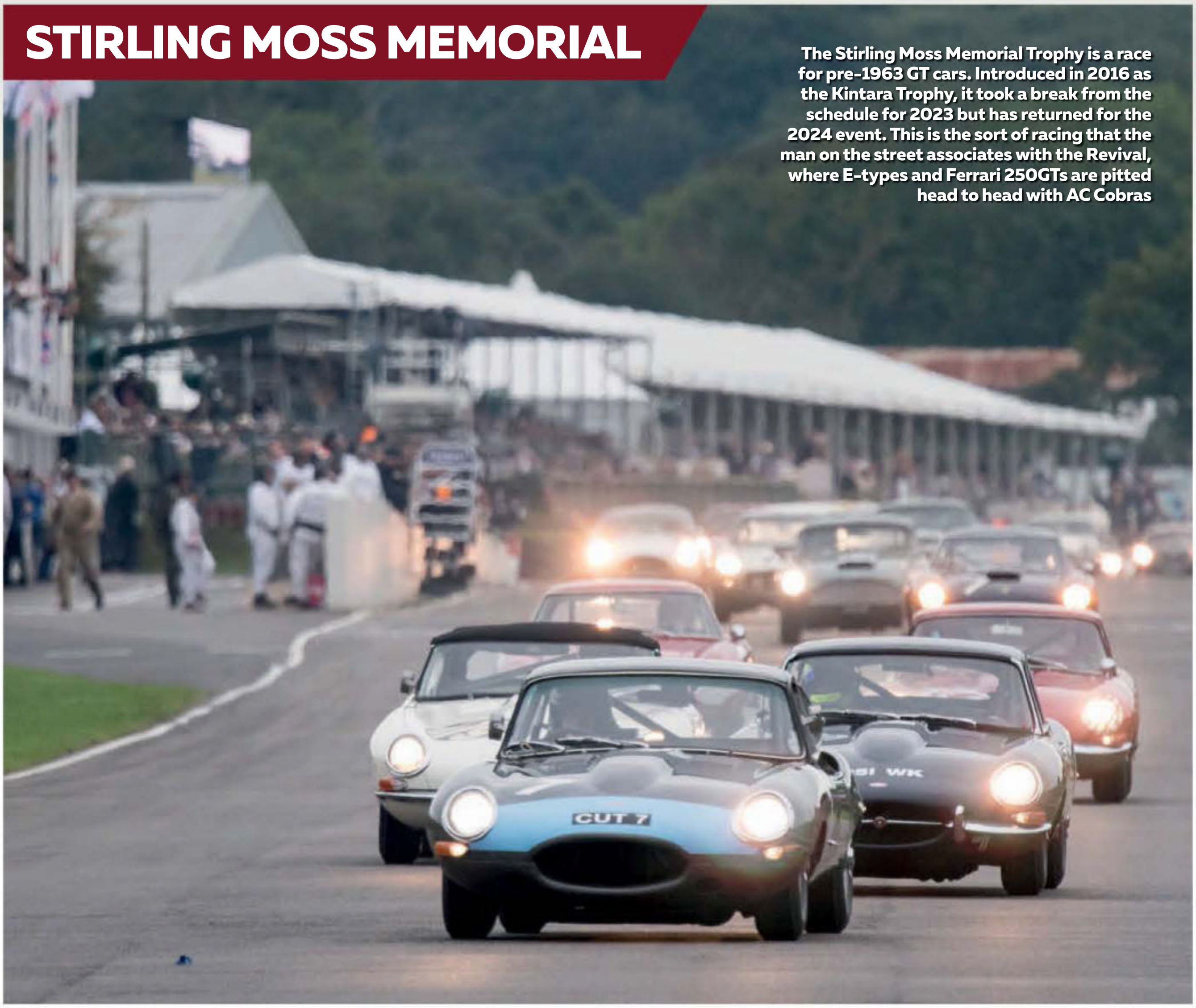
ST MARY’S TROPHY



The St Mary’s Trophy is also one of the event’smost popular racers, with 1960s saloon cars campaigning against each other for victory. For some, the golden age of saloon car racing, this is there Jaguar Mk2s would battle it out not only with American giants such as the Ford Galaxie but with more humble competitors including the Mini and the Hillman Imp



STIRLING MOSS MEMORIAL

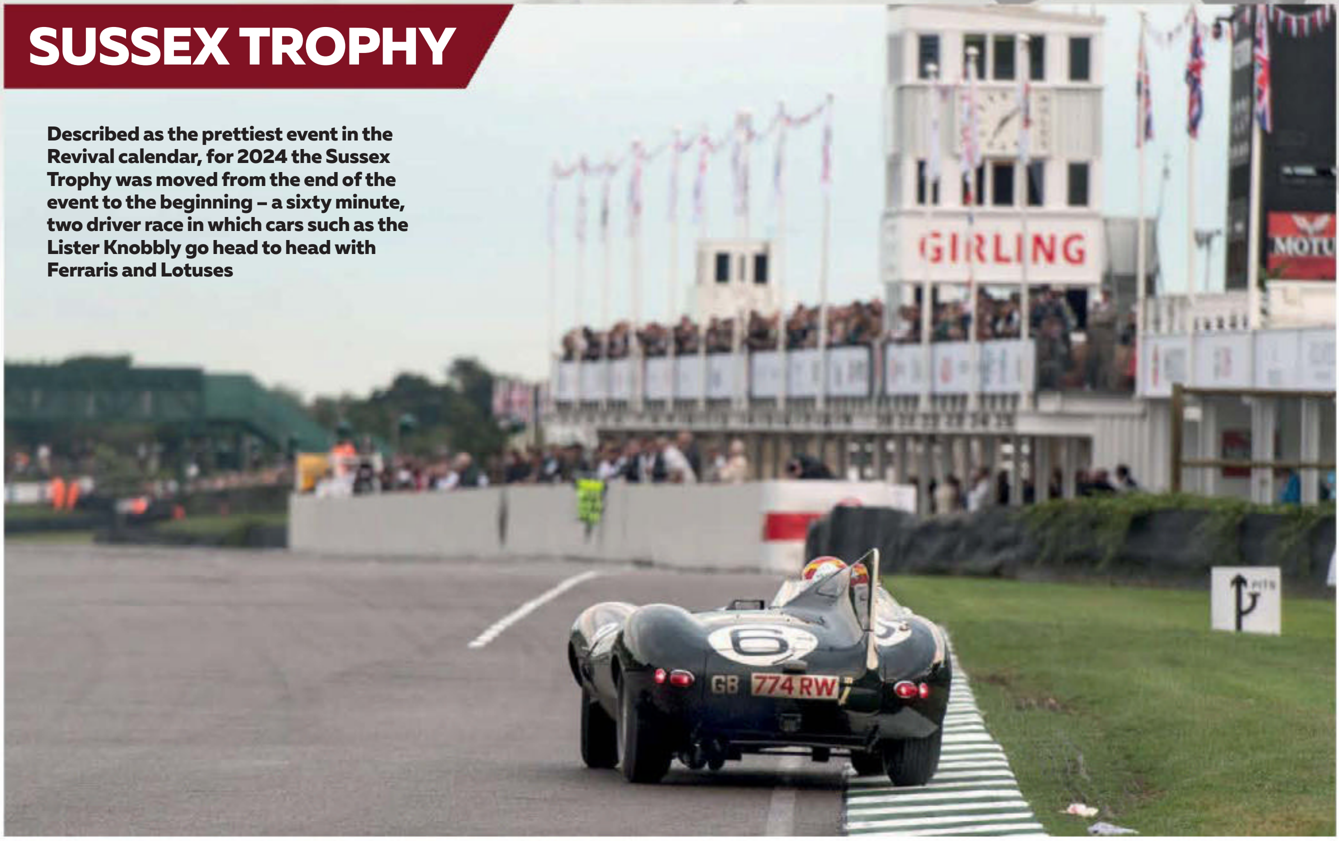


The Stirling Moss Memorial Trophy is a race for pre-1963 GT cars. Introduced in 2016 as the Kintara Trophy, it took a break from the schedule for 2023 but has returned for the 2024 event. This is the sort of racing that the man on the street associates with the Revival, where E-types and Ferrari 250GTs are pitted head to head with AC Cobras

GIRLING
179 WK

SUSSEX TROPHY

Described as the prettiest event in the Revival calendar, for 2024 the Sussex Trophy was moved from the end of the event to the beginning – a sixty minute, two driver race in which cars such as the Lister Knobbly go head to head with Ferraris and Lotuses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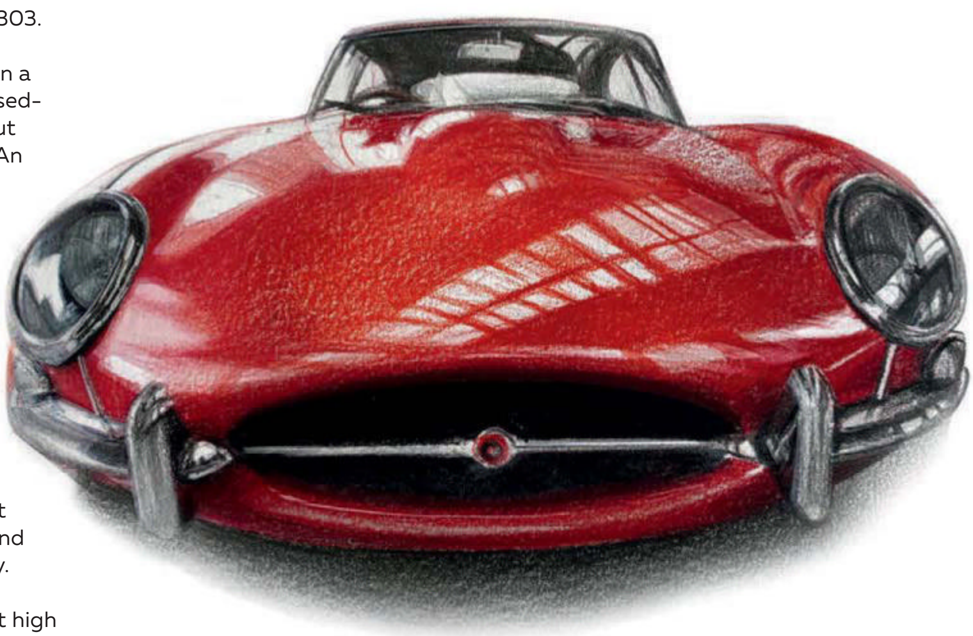
1961 ROAD TRIPS

Lofty England wants a longish road test for the E-Type 'red' prototype and the Chief Road Tester is given the job. Bob Berry is overwhelmed at the press-launch in Geneva and our Norman gets another phone call.

WORDS: **LINDSAY ROSS** ILLUSTRATION: **ENAR SAYATOVA**



Norman Dewis liked the A303. It wasn't as good as the newly opened M1 early on a Sunday morning or a closed-off section of Belgian motorway, but good enough to suit his purposes. An added bonus was that it was going in the right direction. He knew from previous west-country holiday journeys that during the day you had to be wary of the junctions; local vicars in Morris Eights and farmers with all manner of dangerous-looking trailers tended to cross in front of your path, and if you were pushing the car too hard, well, there could be quite a nasty accident. Even a near-miss wouldn't go down well with Heynes or England at Browns Lane, or Lyons, obviously. "Imagine the headlines!" they'd say, "Prototype Jaguar hits local vicar at high speed, congregation and community devastated," or "Mystery Jaguar destroys Killompton farmer's livelihood – wife and children distraught." He laughed guiltily as the Black Beast of Bodmin Moor newspaper headlines sprang to mind.

All things considered though; it was a bit unlikely at three o'clock in the morning.

Dewis glanced at the speedo as it flickered around a steady 145mph on the long stretch between Upper Clatford past Bulford Camp. He slowed down for Amesbury, frowning as he imagined; "Speeding Jaguar ploughs into Church Hall - Women's Institute destitute," then pressed on to Mere and Wincanton, the speed ranging between 100 and 148mph on the long straights. After Queen Camel, down through Ilminster to Honiton it became too twisty for high-speed testing, instead he concentrated on the steering, the body roll, the suspension and the brakes. He stopped at Honiton, measured the brake temperatures and took some notes for his report. He reckoned he was only about 45 miles from his destination.

It was England's suggestion. "Why don't you drive one of the prototypes down to Salcombe," he said. "It would be a good proving run for the car. The Boss is in residence - he'd like to see you, he'd like to see the car more, but you never know, you might get a breakfast out of Lady Greta. I'd come with, but I've got the dentist tomorrow," he pointed to one of his back molars. "Painful as anything."

Later, he passed Dewis a list of dealers, "Just in case something on the car breaks. And remember, be discreet, get them to put a dust sheet over it if you must go into a garage. Top secret this car, until the launch," he tapped his temple with his forefinger, then with the same hand, held his jaw, "Ow!"

Through Exeter, and the first light of the morning began to appear over the westerly horizon. Onto the A381 past Kingsbridge, West Alvington and Malborough, then the long winding single track road down to the sleepy fishing village of Salcombe. Ignoring England's suggestion, he parked the car in a backstreet lay-by, took a short snooze and took breakfast at a fisherman's café on the harbourfront. It was just past nine when he knocked on the front door of the Lyons' house, The Bolt.

"Dewis!" Sir William answered the door, a look of surprise on his face, "How the devil are you? Come in, you must be famished. Look who's here, Greta – can we get the kettle on and rustle up some breakfast for young Norman here?" He looked over to where the car was parked. "My, oh my, that is a welcome sight. I know it's the first one but parked there on our drive in the early morning sunlight it looks, well, pretty. You know, I could even get to like the car."

Dewis had a lot of firsts to deal with that morning. Lyons in casual dress, the first time he'd seen the boss

“The car has got to do 150mph for the press reviews. If it doesn’t Berry will get eaten for lunch”

out of his everyday immaculate suit. A pair of shorts and a fisherman’s smock – you wait until he told the team. Then getting called Norman – never, even indirectly. “You don’t like the look of the car, Sir? Dewis said looking up at his boss, eyes squinting.

“Hmm” Lyons said, stroking his chin. “50/50. In some angles yes, others no. The fixed-head coupe is a definite improvement, the roadster never looks, well, finished to me, something missing, maybe a slightly more raised rear section would help? Sayer would have kittens. Anyway, come into the sitting room. How does it drive?”

Ushered inside with tea and biscuits following a polite no-thanks to breakfast, Dewis explained. “It’s a great car. I was after the straightest roads I could find, and roads that I know, so I came down the A34 and turned right onto the A303, give it a chance on some long straights.”

“Whatever time did you leave home?” Lady Greta asked, pouring tea for all of them.

“Oh, about two o’clock,” he said, “I had an early night last night though. I reckon I could have been knocking on your door at about five thirty this morning but thought better of it.”

Lyons grimaced, “Yes, thank you for that, young man. So, you averaged 80mph. Us law-abiding citizens do the journey in about four and a half hours, average of 60 roughly. That tells me the car did well. No problems?”

“The engine is fine, bags of power,” Dewis said, dunking a Bourbon biscuit in his tea. “Came close a couple of times, but I didn’t break the 150 barrier.”

“The local constabularies will be pleased,” Lyons said, laughing, as Lady Greta covered both ears, a look of admonishment directed at Dewis. “We’ll get Sayer to make some tweaks with his wind tunnel and his slide-rule. He’s bound to say remove the front bumpers or use shorter door handles or something. The car has got to do 150mph for the press reviews. If it doesn’t Berry will get eaten for lunch after all the claims we’ve made about the car.”

“The seat definitely needs more padding,” Dewis said, squirming on the sofa.

“Sayer gets the hump with me when I say things like that,” Lyons said. “We can’t afford the weight or the seat height, he’ll say. No, put it in your report, we’ll all have a read and do the necessary. Want an extra cushion for the return journey?”

“You’ll stay overnight, won’t you, before you travel back?” Lady Greta asked. Sir William looked at his wife quizzically.

“No, Ma’am,” Dewis said, beaming, anticipating his chairman’s reproach. “Thanks anyway, I was going to hit the road in a bit.”

“You poor thing, that’s a lot of driving in one day.”

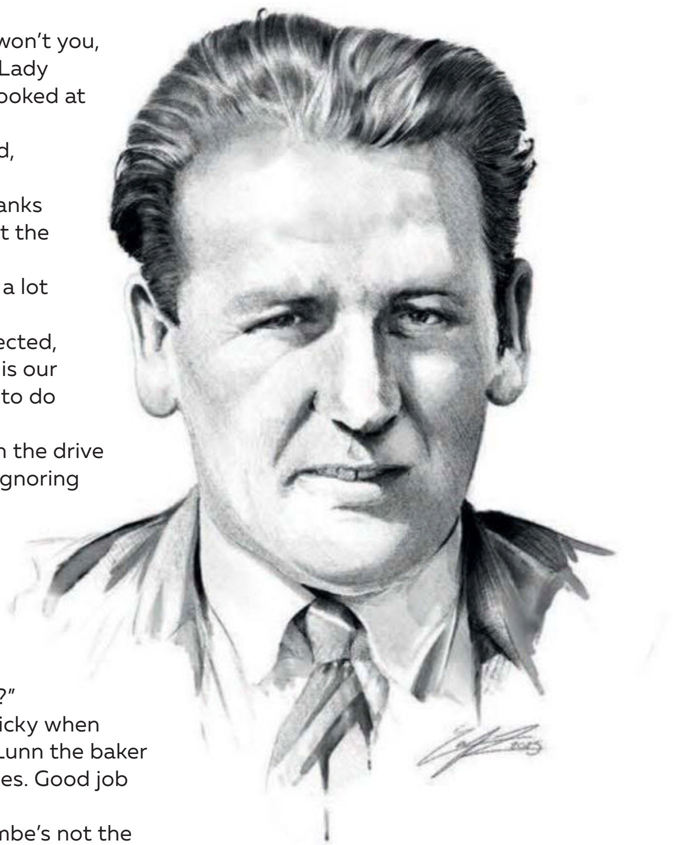
“My dear,” Lyons interjected, gesturing, “Norman here is our Chief Tester. We pay him to do this.”

“Well, you be careful on the drive home,” Lady Lyons said, ignoring her husband. “At least you shouldn’t hit any rush hour traffic.” She looked at Dewis sternly, “and do try sticking to the speed limits.”

“Salcombe – rush hour?” Lyons snorted. “It gets tricky when Coleman the butcher or Lunn the baker get simultaneous deliveries. Good job you didn’t bring Zenith!”

Dewis laughed, “Salcombe’s not the place to own a MkX. Regarding bakers though, Lofty did ask me to get some pasties for the service department. I think he may well have ordered 30 or so.”

“That’s a two-box load, you’ll need a hand,” Lyons said, slapping his bare thighs. “Come on, we’ll walk down to Lunn’s. You can tell me all about these new cars of ours.”



Lyons needed the holiday badly. He was at his wit’s end during the latter part of 1960 and early 1961. Purchase tax was 50% on cars and the automotive industry was on its knees as a result. Despite repeated pleadings in parliament from the Society of Motor Manufacturers and Traders (SMMT), Derick Heathcoat-Amory, Chancellor of the Exchequer for the Macmillan Conservative government increased the tax to 55%, merely exacerbating the recession. Sales tax in the US varied state- to-state from zero to 10%, in Germany it was 13%. Exporting, with its higher risk and lower margins was the car industries only saviour, and even then, foreign-built compact saloon cars were beginning to nibble at sales of traditional-style cars in the US.

Then there were the unions. The Transport and General Workers Union (TGWU) made all the right noises in front of management, but demarcation was still the biggest source of inter-union squabbling and lost production. Moss Evans, General Secretary of the TGWU sanctioned a statement from the union published in the January 1961 Jaguar Journal which contained the words: *‘we must follow the letter and spirit of the joint agreement between the unions and Jaguar Cars management. If we are all to enjoy steady employment, maximum* » *earnings and an uninterrupted output that gives us all these things, then a spirit of cooperation is needed.'* Moss Evans was quoted at the time as saying: *'relationships were exceptionally good with Jaguar Cars, this high regard within the union was put down entirely to Sir William Lyons.'*

In April, 60 press-shop workers walked out over alleged pay-rate fixing. It turns out that the men had been given a gross distortion of the company's promises and were persuaded by the TGWU official to return to work the next day. In all, 10,000 man-hours of production were lost. Lyons always suspected privately that communist agitators within the unions were using misinformation to cripple not only his firm but British industry in general.

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On the 15th of March 1961 Sir William and Bob Berry were at the Hotel du Parc des Eaux Vives in Geneva for the press launch of the Jaguar E-type. Berry had driven down overnight with at least minutes to spare in the second production fixed-head left hand drive car registered in February that year with the stick-on numberplate, as insisted on by Malcolm Sayer, 9600HP. Following his trip to Salcombe (three pints of oil, 17.2mpg and 115°C coolant temperature in traffic) in the first 'red' prototype, Dewis and the experimental shop team had worked on a long list of improvements to the car for 3 solid days before handing over to *The Autocar* for road testing at the MIRA circuit. Then they went on to make improvements to the second open two-seater car registered 77RW in preparation for handing over to The Motor magazine testers.

Although the road test reports came out after the Geneva show, both cars managed 150mph (77RW in one direction only). The car's startling performance, exceptional handling thanks to Bob Knight's perseverance with the Independent Rear Suspension, the car's irrepressible style and the sensationally low price compared to its exotic competitors came in for the highest of praise from both magazines.

Dewis was in the middle of further brake testing in 77RW when MIRA Superintendent Ozzie Dolby drove out to meet him on the circuit in his Land Rover, 'Norman – you're needed urgently at the factory, just go, I'll book you out,' he waved and drove off.

"We'd like you to start doing demonstration rides straight away. You can have a lie-in tomorrow"

On Dewis's return, Will Heynes was in the experimental shop with some fitters ready to check over 77RW, "Sir William and Berry are being overrun by press interest in the cars. Norman, you need to take this one to Geneva for 10 o'clock tomorrow morning."

Dewis looked at his wristwatch, it was 5.45pm. The car had to be stripped of instrumentation and given a service. "I'll have to go home and get some kit," he said to Heynes.

"Already done, Nan packed a bag for you, one of the lads picked it up earlier."

"What time is the ferry?"

"Ten o'clock. Dover." Heynes beamed at his Chief Road Tester. "You're booked on it."

Dewis emerged from Browns Lane at 7.45pm in 77RW. He drove A45, M1, A406 North Circular and A2, arriving in the Dover Ferry Port at 9.52pm. He even managed to drive at legal speeds for some of the journey.

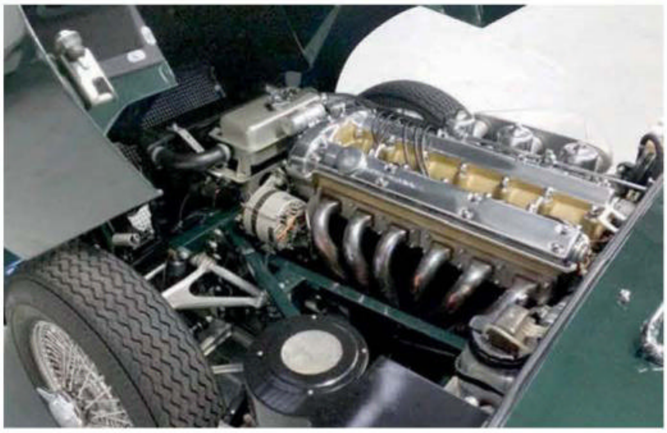
In France, heavy fog hampered his progress for 200 miles or so. When it eventually lifted, he was able to drive the remaining 310 miles to the Parc des Eaux Vives, Geneva, arriving at 09.40am. A tooth-ache free Lofty England, Bob Berry and the Swiss Jaguar distributor cheered a smiling Dewis when he stepped out of the car. "Right," he said to England. "Where's the hotel?"

"Well erm, actually, Norman, we'd like you to start doing demonstration rides straight away, once the car has had a clean-up and white wall tyres fitted," England replied straight faced. "You can have a lie-in tomorrow. How's that?"

Dewis looked questioningly at Berry. "He's right, Norm," the PR man said. "We couldn't keep up with demand for demos yesterday. We need you. It's a 5–6-mile circuit with a hill climb section. Quite demanding, I'll take you on a recce while they sort the car out."

Off they went with Dewis fighting his tiredness along the Quai Gustave-Ador with Berry commentating gaily as he drove: "Lake Geneva to our left, further along this side becomes France, the other side remains Switzerland." They turned right up into a twisting hilly stretch through Vandouevres then returned on a straightish road via Chene-Bougeries back to Parc des Eaux Vives. Berry pushed the car up to 130mph on the straight. "I've been asking people whether they want to go fast or slow, some of them were getting out looking a bit shaken if I pressed too hard."

"OK, I'll do the same," Dewis responded. "I could do with some



gentler drives today." As they pulled back into the Jaguar parking area he spotted an attractive brunette at the head of the waiting queue of journalists, "I'll take the first one then, Bob," he said with his customary wicked grin.

His first day turned out to be not so gentle after an official looking Swiss man approached them with stop-watches slung around his neck. "You're the fastest around the hill section," he said, startling both drivers.

"But we're not driving fast," Dewis replied with a sideways look.

"You are - Mercedes, Alfas, Ferraris – they're all slower than you," the man said, eyebrows raised.

As drivers of fast cars are generally wont to do, competition then became the order of the day. This did have the effect, Dewis couldn't help noticing, of reducing the queues as journalists began to hear about high-speed antics around the twisty mountainous part of the course.

The E-type launch event was hosted by the SMMT and hadn't cost Jaguar Cars anything. The resulting publicity received was enormous. All the company had to do now was deliver cars, customers at the show were quoted Autumn 1961 delivery. It would be early to mid-1962 for most. ■

THE AUTHOR

Following on from previous instalments, Lindsay Ross, marine engineer, Jaguar enthusiast and novelist, continues to explore the fact based fictional possibilities of William Lyons automotive journey. These *CJ* pieces will morph into a future novel with the working title of 'Lyons' Circle', copiously illustrated with the beautiful line drawing work of artist, Enar Sayatova. To view the full body of Lindsay's work, visit: **www.lindsayross.co.uk**

PAUL WALTON

CONCEPTS

Paul looks at the long history of Jaguar's design studies and their importance on the development of the company's production cars

Unless you've been living on the moon for the past few weeks, you can't have missed the Type 00, a large, two-door coupe that was revealed in early December. Due to its hard, uncompromising and brutalist lines, response to the car has been mixed with those hating it just as strongly as those that love it. Personally, I like it, thinking its long bonnet and low roof line result in the kind of proportions Jaguar's founder and first designer, Sir William Lyons, always preferred. Don't believe me? Look at the 1932 S.S.1 fixedhead coupe as proof.

What's been missed by many, though, is that the Type 00 is purely a concept with even Jaguar admitting it's not a production model but represents the future of the company's design language instead.

Design studies like this aren't unusual in the company's history and the last 80 years have been filled with fascinating concepts that were an important step in creating the iconic models we know today. The big difference with the Type 00, though, is that the majority of these were never revealed at the time, remaining for internal eyes only. Take Lyons' first stab at the XK120 from mid 1948 for example that looked like the finished car had been left out in the sun for too long. Thirty years later, the early ideas for the XJ40 were an awkward blend of being overly traditional with lines that were too modern for a Jaguar and it would take several years for the company's designers to finalise the saloon's sharp, new look.

As far as I know, the first prototype Jaguar officially revealed was the original XJ220 supercar in 1988. Totally unexpected due to being an off-the-books project, its long, low and voluptuous lines received a more positive response than the Type 00 has had. The feedback was so good, even before the British Motor Show was over, the company's then chairman, Sir John Egan, had been convinced to put the car into production which it reached albeit in modified form four years later.

> “IT'S NOT A PRODUCTION MODEL BUT REPRESENTS THE FUTURE OF THE COMPANY'S DESIGN LANGUAGE”

The next was probably the R-Coupe from 2001 (shown above). Although never destined for production in any form, the V8-engined car was conceived as a full-fledged concept intended to serve as a ‘road map’ for the future of Jaguar's design philosophy under Ian Callum. “The R-Coupe demonstrates that you can maintain traditional Jaguar design values – proportions, stance and graphic cues – and create an advanced car around them,” said the Scot during the car's debut at the Frankfurt Motor Show. “While Jaguar has no plans to produce the R-Coupe, themes and ideas embodied in its design will find their way into our future production cars.”

As confirmation of the new car's status, Jaguar's current design director, Professor Gerry McGovern, said something similar about the Type 00 when it was revealed in Miami. “It is our first physical manifestation and the foundation stone for a new family of Jaguars that will look unlike anything you've ever seen.” Images of an admittedly disguised production version (said to be four-door GT) might show it to be more a conversional four-door saloon rather than a large coupe but when the wrapping finally comes off in 2026, it will no doubt have kept some of the prototype's hard lines plus a similarly blunt nose.

You might not like the Type 00, but just as generations of Jaguar concepts before it, the car is simply a stepping stone for what's to come which, due to what we've seen so far, is set to be an exciting future. ■

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WORDS AND PICS: **LETITIA MACE**

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I am currently creating a suggested route in Scotland that takes drivers of classic Jaguars away from the NC500 – more of a "thinking person's tour", not for those who follow the sheep in the belief that they can see the best of Scotland in just two days via the NC500!

In keeping with a Jaguar theme, I refer to my suggested tour as "XJR-S" (Xclusively Jaguar Route – Scotland!) Each hotel is a very important link in my chain of suggested hostelries that will form the basis of an interesting tour for those wishing to discover Scotland independently and at their own pace.

My suggested tour starts in the Scottish Borders with The Allanton Inn, which is our local pub and favourite place for eating and meetings. Here you can book one of 7 very good bedrooms and enjoy a superb dinner with an excellent selection of drinks. An extensive breakfast menu includes Katrina's delicious home-made granola, to set you up before you head north or spend each day discovering the delights of the Scottish Borders. This is Jim Clark country, with the museum being 11 minutes/6 miles away!

Lands of Loyal Hotel has been owned and run by a Jaguar enthusiast for many years and fits neatly into the second stage of a leisurely Scottish tour. You will arrive knowing that with your room booking your table is automatically reserved for dinner for each night of your stay and if the weather is the tiniest bit inclement you can relax in front of a huge roaring fire in a hall that was inspired by the staterooms of the RMS Mauretania! You can base yourself in this former family country house for a thorough chill-down and local exploring, then head north-west for the next suggested hotel.

Being located 10 miles from Kinbrace Station, in the north of Scotland, The Garvault Hotel describes itself as "the most remote hotel in Scotland" and rightly so! It is therefore assumed that you will dine at the hotel during your stay, be that one night or more.

I hope to build on this and include further suggested stops, each hostelry offering a unique and delightfully memorable experience and including bed, breakfast and evening meal to enable anyone who takes this route to relax and enjoy the experience knowing that they have dinner, bed and breakfast waiting for them when they have finished exploring for the day. ■

For more information please contact Letitia@xclusivelyjaguar.org

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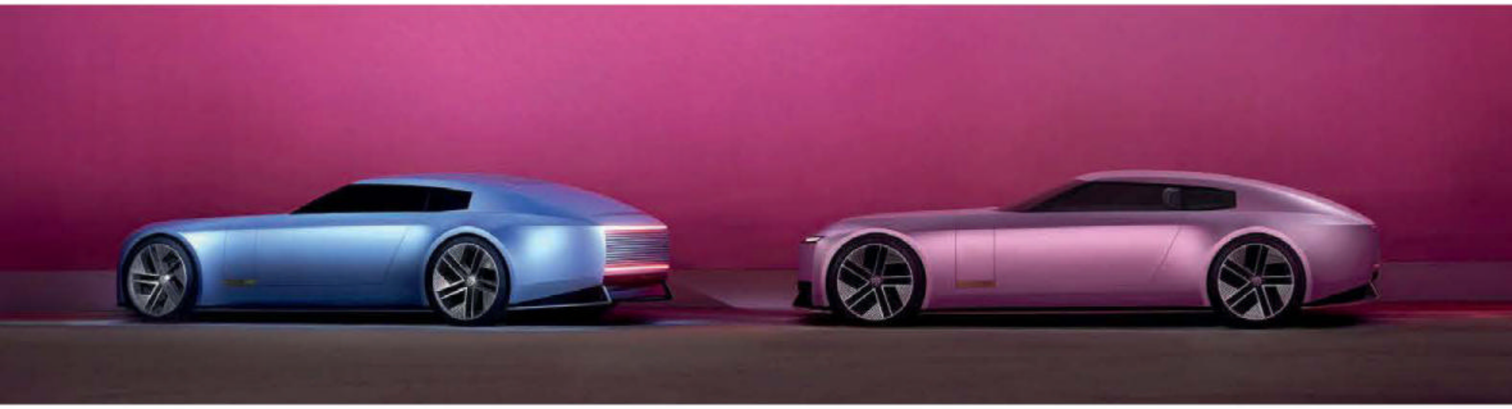

EVEN BIG CATS HAVE NINE LIVES

Is a full reboot really a bad idea for Jaguar?

The last time Jaguar prompted this much hype was with the launch of the S-TYPE a generation ago. So I cannot really offer an opinion column in this, the last Classic Jaguar before it too reboots, without passing comment on the Type 00 and the ad campaign. And I'm not sure that you're going to like what I have to say.

But here's the thing. You don't have to like what I have to say, any more than you have to like the new concept car – which, incidentally, I do. You're welcome to vote with your feet – you don't have to read what I write any more than you have to buy the car. Let us consider the facts here – at this stage, it isn't about the emotions. Jaguar has now been about – if we count Swallow and SS – for 102 years. It began as a coachbuilding firm, offering new bodies on existing chassis. It then reinvented itself as a motor manufacturer, S.S. Cars – producers of the S.S.1 Airline you'll see in this issue. Not happy at this, it reinvented itself again after WWII, with a new brand identity – Jaguar – and a new engine, rather than relying on the cast-off Standard unit.

Three distinct phases and we're still only in the 1950s. You could argue that the small saloon era, 1955-1969, was another phase, and that the two-model era was another phase again. Then we had the second downward expansion from 1998 onwards, and the JLR phase from 2013. That's seven distinct eras in barely a century, each of which – and I'm going to examine this in more detail – appealed to different types of buyers. A Jaguar is a big cat, they're said to have nine lives. Why can a reboot and a new era of electrification not be life number eight?

You see, Jaguar has an image problem. Or rather, a demographic problem. Since somewhere around the middle of the two-model era, its products have appealed most strongly to mature owners – Arthur Daley had one, you'd see a line of them outside the local Golf club and John Prescott had two. Meanwhile, the German brands with their clean-cut images mopped up all the interest from younger executives. "Big deal", you might think, but after two decades the people in late middle age who used to buy Jaguars are sticking with the Germans they've enjoyed for years. If Jaguar is to survive and thrive, it needs to find a way of appealing to younger – and often more affluent – buyers.

Judging from the responses I've seen to the Type 00, the future looks a lot brighter in that regard than it has for decades. Yes, the "Copy Nothing" advert is fiercely controversial – but it got Jaguar mentioned on the Today programme, it's got politicians and bloggers talking, and when you have nothing to sell you have to keep yourself relevant somehow. So let's not do them down. The new cars don't appeal to fat men in tweed like me because they're not meant to. And it's this very facet, in my opinion, that means we might just have seen Jaguar's long term salvation.

Yes, it would be nice to see an internal combustion engine. But when those are designed to last well over a decade, there's no point I investing this close to the proposed ban on internal combustion. JLR doesn't have the resources to write that level of expenditure off. Better surely, to pump all its money and effort into the one platform type that legislators want to see – again whether we like it or not, it might be the only way to keep Jaguar going. And to put the company down just because it no longer produces cars that certain customers specifically like is nothing short of selfish. ■

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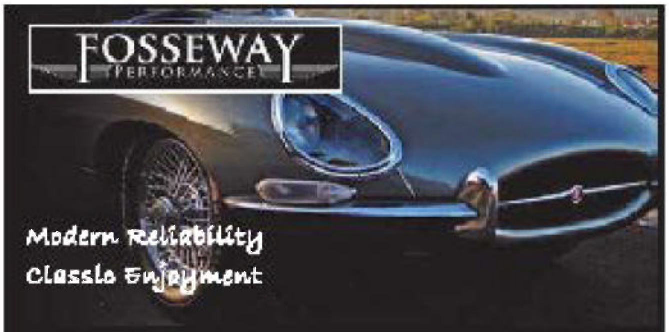

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GREAT YEAR AHEAD

The Jaguar Drivers' Club looks forward to 2025

The whole point of owning a Jaguar or Daimler is to get behind the wheel and drive somewhere/anywhere and it's for that reason that the Jaguar Drivers' Club was formed, in 1956, by a group of young XK owners keen to get out there and enjoy their cars. Nearly 70 years later, the purpose of the JDC remains the same – the cars may have changed (some might say, improved), the roads might be busier and fuel is a lot more expensive, but the urge to drive these beautiful cars is as strong as ever.

It is with in mind that the JDC's Directors and Officials – all of whom are unpaid volunteers – spend long hours devising new events, tours and attractions to lure members and their cars out of the garage and onto the road.

Every year, the JDC organises a number of tours at home and abroad, ranging from long weekends in areas as diverse as the Isle of Man and Northumberland, plus overseas tours to European destinations such as the Black Forest, Portugal, the Pyrenees and the Italian Lakes. Being a member of the JDC not only entitles you to all the usual benefits, technical support and discounts on parts, books, services and insurance, but it opens the door to a whole new circle of friends because the JDC is first and foremost a club. We have social groups all over the UK plus some very active ones abroad, bringing thousands of Jaguar and Daimler lovers together to enjoy their shared interest. And if you think it's all about blokes peering under bonnets, you'd be wrong, because the JDC has a large contingent of women, members in their own right, bringing balance and equality to the club.

Jaguar Drivers' Club cars on a trip to Brittany

Overnight stop en route to Portugal in 2023

An E-Type emerges from one of Spain's famous Paradors

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JOIN US TODAY!

There is more than one way to become part of the Jaguar family because you can join the Jaguar Drivers' Club as an online member, receiving the monthly magazine in online format for just £36 a year. Or, of course, you can enjoy the news-stand quality, printed version, delivered monthly to your door for just £52 a year – but either way you will also enjoy all the same advantages, benefits and perks of being part of this long-established club for drivers and lovers of all Jaguars.

You will have access to insurance schemes for classic and modern cars, technical advice, discounts on parts from many of the major service providers and suppliers including SNG Barratt and David Manners, and up to 100 pages of full-colour features and advertisements every month, keeping you up to date with the world of Jaguars.

And if you are visiting the NEC for the Classic Motor Show, come and visit us in Hall 1 for our special Christmas offer and save yourself the £10 joining fee. Already a member? Then why not sign up a friend or relative as a special gift with no joining fee and we will give you one of our quality JDC baseball caps as a thank-you.

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At the 2024 Classic Motor Show at the NEC the JDC marked 50 years since the last E-Type rolled off the line with two very special cars

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SUPPORTING THE FACTORY

It's been a hectic month, but it has seen us promote both the Jaguar Enthusiasts' Club to ever wider audiences.

By pure coincidence, during the week when the new branding and that 'weird video' were released, the Jaguar Enthusiasts' Club was proudly displayed at JLR HQ, Gaydon. We were on show in the central area called 'The Triangle', supporting staff and celebrating the past whilst Jaguar's future was unveiled. This had been in the planning for several weeks and we had no idea that it would put us in the eye of the storm. There may be some concern about where the new brand stands on heritage, but the love for our cars and the community that preserves them was overwhelming. JLR staff were so incredibly welcoming as they joined us to revel in what it means to love Jaguar.

Whatever your views, last month was an intriguing and seismic moment in automotive history. At its heart was the Jaguar Enthusiasts' Club, which solely aimed to represent our heritage and promote our great club.

Our display included an XJ40, an XJ-S Cabriolet, a facelifted XJS, an XJ Coupe restoration, the Swallows-built S-Type resto-mod, and an XK8 convertible. Older Jaguars are no strangers to 'The Triangle' with regular displays of continuation cars and those from the JDHT, so these cars were chosen with different elements of Jaguar history in mind and the response was incredible. Furthermore, each of the car owners generously gave up three days out of life to come and help set up and interact with JLR employees for the two display days.

'Keep Calm and Carry On' was a motivational poster produced by the UK Government in 1939 in preparation for the Second World War. Now, I'm using it to reassure members of the Jaguar Enthusiasts' Club that, whilst we have a news special on the new concept car as you would expect us to, nothing has changed in these parts. It's business as usual.

Let me also reassure you that, in case you were worried, we won't be changing the typeface on our logo to a capital G and U, with the rest in lowercase. Why? Because we copy nothing!

The fundamental shift we have witnessed in Jaguar's transition from a heritage brand to a brand with heritage is challenging—change always is. While we watch the future unfold supportively from the sidelines, rest assured that we will continue to share and celebrate Jaguar's rich heritage.

I am an eternal optimist, so I'm curious whether the outrage shown online and in the media, might lead to a few more people realising just how good the Jaguar they always wanted actually is. Over the past few days, I've seen more E-types on the national news than I can ever remember! Maybe some of those outraged onlookers who have suddenly rediscovered their passion for Jaguar might actually buy one now to enjoy. If that's the case, we will warmly welcome them to the Jaguar Enthusiasts' Club!

To those who think Jaguar has abandoned its history, I suggest that you, the enthusiasts, have always truly kept Jaguar's heritage and spirit alive. We'll continue to do so proudly, celebrating the history for years to come through the fantastic events, activities, and social occasions we already enjoy.

As Jaguar turns to face the prevailing wind, we wish them luck. Their history is safe with us, and I look forward to sharing Jaguar's heritage with an all-new audience who may come to enjoy the brand's rich stories and cars as much as we all do. This community of Jaguar enthusiasts, our Club of forty years, just became even more important to the worldwide community of Jaguar owners. So, keep calm and carry on...

Finally, here is a heads-up that we have announced the first of our track days. We are taking JEC TrackSport to Silverstone on the 12th of May! These events are so much more than just a track day. They are a complete experience and a day out to remember, so if you'd like to join us, you are welcome to be a driver, passenger, or spectator. The full details are at **www.jec.org.uk/tracksport**. ■

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INSIDE THE JAGUAR DAIMLER HERITAGE TRUST

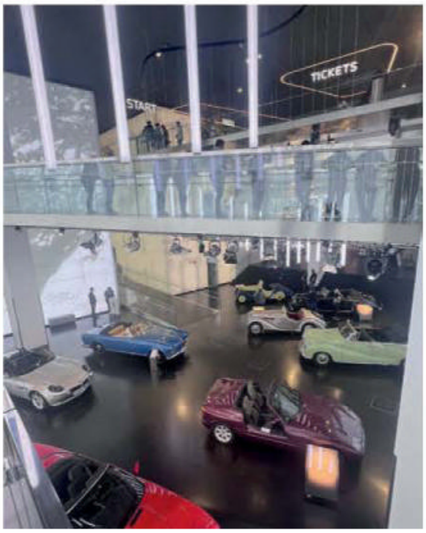
The activities of the Trust are explained through their staff, volunteers & exhibits.

JDHT ON TOUR

NEIL CAMPBELL
VEHICLE COLLECTION MANAGER

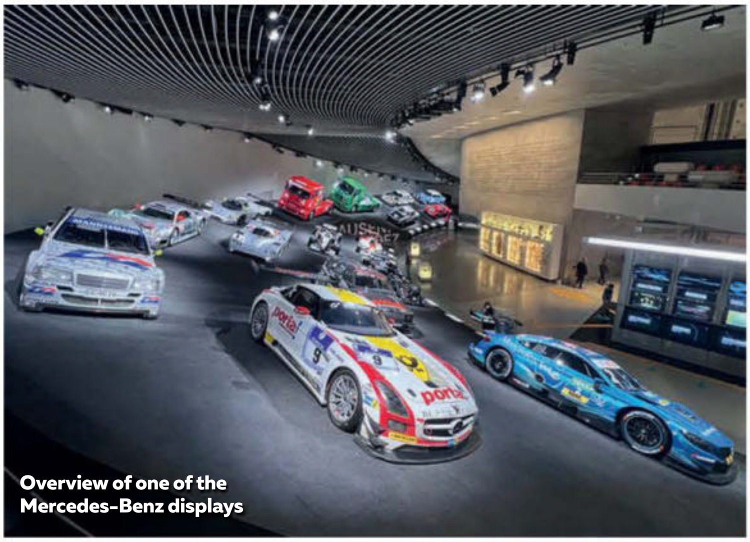
In November 2024 both the JDHT Head of Collections Joanne Shortland and I had occasion to visit the continent for work purposes. Our actual assignment was in Austria shortly after the NEC Classic Motor Show and were flying into Munich in the first instance. Munich makes most normal people think of two things, Oktoberfest or Christmas markets. To car people however, Munich means only one thing: BMW.

I'd heard that their museum was well worth a visit, and now I can confirm that indeed it is. Not wishing to miss out while we were in the area, we also made our way to Stuttgart to visit the Mercedes-Benz and Porsche museums too. There is probably an entire article I could write about this as we also arranged to meet our corresponding colleagues running the Archives and Car Collections at BMW, Porsche and Mercedes-Benz, to talk turkey.



Overview of one of the BMW museums

Joanne Shortland, JDHT archivist discusses displays with Ingrid Muehlbauer, BMW historian and Fred Jakobs, Head of BMW Group Archives and Historical Information



Overview of one of the Mercedes-Benz displays

Neil and Armin G. Gröger, Head of visitor services, Mercedes-Benz museum

Overview of Porsche Museum

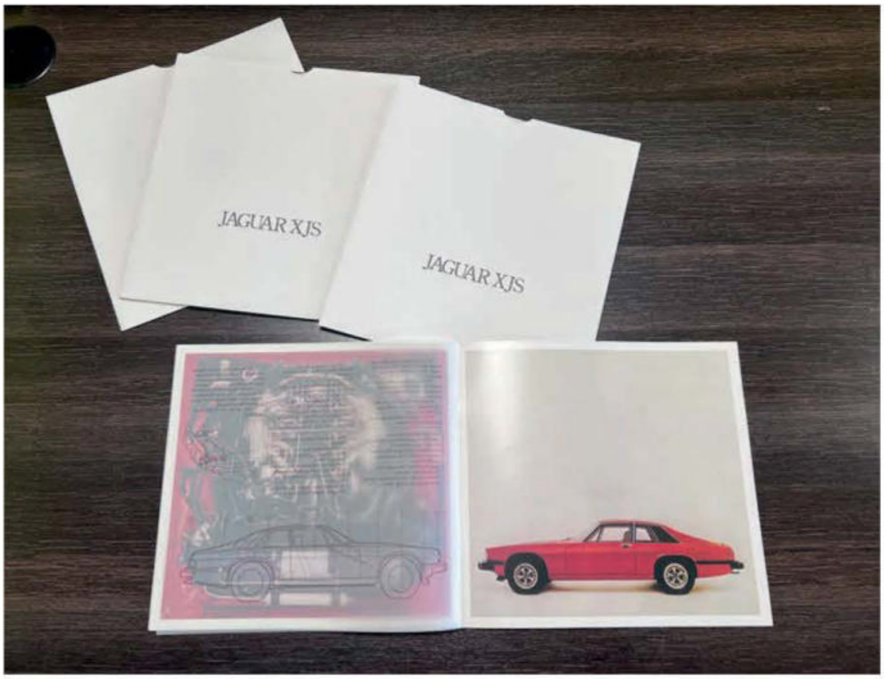
I'm very privileged to have the job I have, and there are not many of us across the world who are responsible for looking after a car manufacturers' crown jewels. Meeting others with the same roles was extremely useful to us and we all plan to stay in touch.

L-R. Alexander E. Klein, Porsche Vehicle Collection Manager, Joanne Shortland, JDHT Head Archivist, Frank Jung, Manager for Porsche Historical Archive, Neil Campbell, JDHT Vehicle Collection Manager. You can see some of the Porsche archive at top of picture.

Perhaps we should form a secret society? It appears that looking after a heritage collection of vehicles has similar rewards and challenges no matter where you are in the world, or what badge is on the front of the vehicle. We are all car people at the end of the day. If you ever find yourself in or near Stuttgart or Munich, I implore you to visit. You really won't regret it.

Back on planet Jaguar, if you don't already know 2025 celebrates 50 years since the launch of XJS. These days the XJS (XJ-S if you own a pre-1991 version) is a very much-loved model but we must remember that it was extremely controversial at its launch. Half a century later we are witnessing a similar reaction to the launch of 'new Jaguar' and that juxtaposition has made us chuckle a bit in the office. I wonder how many of the people spouting hate on the internet today were also writing spittle-speckled letters to the *Motor* magazine about the XJ-S back in 1975? I'll bet there are a few. Some people like leopards, never change their spots – Jaguar on the other hand, has always adapted and innovated.

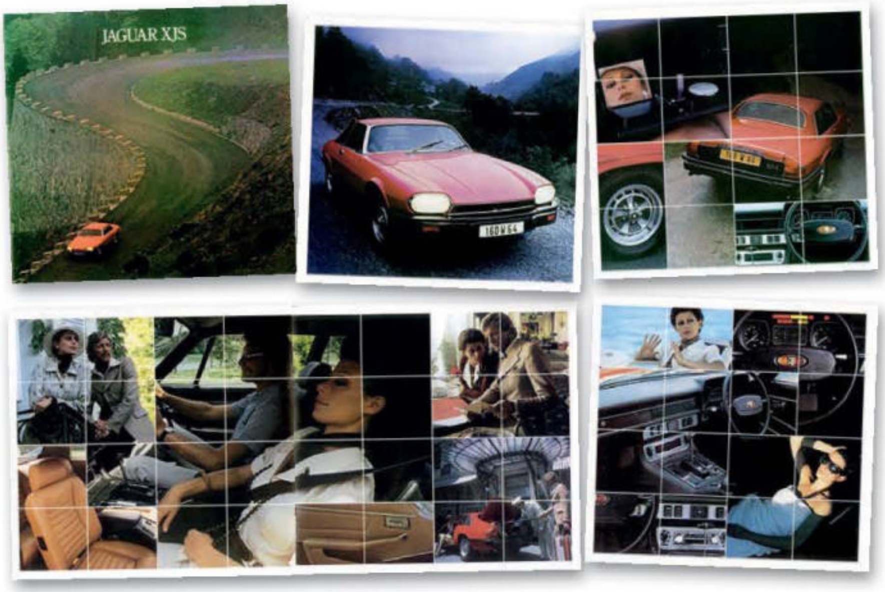
We are seeing a huge rise in interest in the XJS especially from younger enthusiasts, which is extremely encouraging as getting younger people interested is always a challenge. When »



I started hanging around with my local classic car club in the early 1990s, I was usually the youngest person in the room. Now thirty years later when I attend car club gatherings, I still feel as if I am one of the youngest people in attendance… This is just not sustainable.

To support this rise in XJS popularity and the model's birthday, the archive team has been working with Genus, the archiving digitisation specialists based near Coventry, to reproduce the original brochure exactly as it was printed back in 1975. This has been no mean feat and considerable effort has been put into the details, for example, sourcing the equivalent paper stock as used fifty years ago. We could just have reproduced the brochure using modern papers and techniques but it just wouldn't have looked, felt or smelt the same, which makes ours the only authentic and authorised XJS brochure available.

They are available to purchase now from the Heritage Merchandise section of our shop (shop.jaguarheritage.com) and they cost £30 plus postage. The revenue generated from every sale helps us to look after the Archive and the vehicles in the collection, so it is a win-win for everyone. Even if you don't own an XJ-S they are simply beautiful in their own right. As they have already proved popular we are looking at the feasibility of producing other long-unavailable items from the archive too, so watch this space. ■



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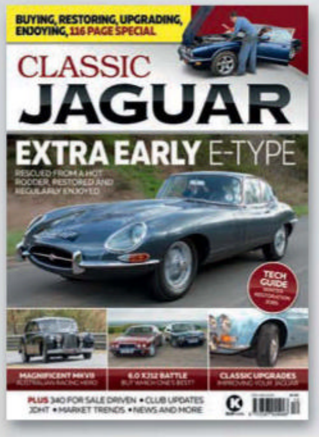
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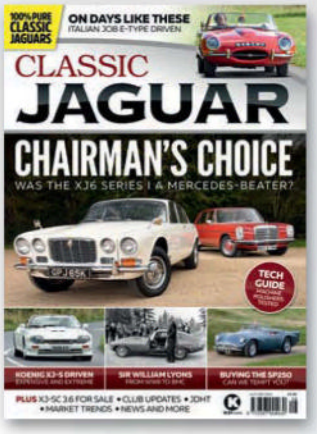
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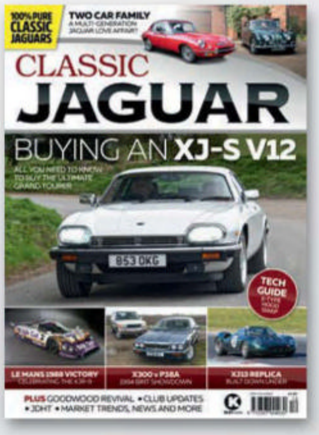
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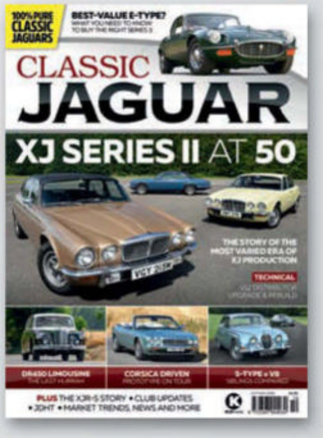
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DIRTY WEEKEND

In the final part of Gareth Charlton's push to get out there and use his Series III XJ6 Sovereign as often as possible, he shrugs in the face of mud-topped roads, packs it to the rafters and heads for a rain-soaked Lake District.

WORDS & PHOTOGRAPHY: **GARETH CHARLTON**

As we work our way up and across the north of England in this Touring series it makes sense to conclude in the west, deep in the heart of England's largest national park: the Lake District.

By using my Series III XJ6 Sovereign for each instalment, I have tried to show that not only is it OK to get out there and drive your classic Jaguar, but you can probably also rely on it. Rather than grind to a halt with a long list of faults and failures, I have found that my 1986 4.2 has actually got better and better throughout the summer and autumn, seemingly rewarding me for showing a little faith. Even after six years' ownership I continue to learn things about the car, and this series has helped me to draw up a list of things that I would like to address, but more of that later.

Unlike the previous destinations visited in recent months, I am not very familiar with the Lake District so cannot rely on local knowledge and a point-and-shoot mentality. Spanning more than 900 square miles, visiting the Lake District requires considerable planning; a task that I dutifully apply myself to in the run up to packing the capacious SIII boot to the point of bursting. I needn't have bothered; a combination of appalling weather and traffic – be it vehicular, two-wheeled or walking boot-clad – combined to scupper pretty much all of them.

Thankfully, even in unfavourable conditions, the Lake District is a wonderful place to experience breathtaking sights and fabulous roads.

Stretching across the idyllic Cumbrian countryside and home to some of England's most formidable peaks and impressive expanses of water, it will come as no surprise to learn that The Lakes is a UNESCO World Heritage Site. The combination of glacial lakes and fell mountains provide the perfect blend of Lord of the Rings and Nürburgring. Winding their way

through and over the famous hillsides are some of the UK's most renowned driving routes, including the Hardknott pass, Kirkstone Pass, Honister Pass and Newlands (you guessed it) Pass.

Know one thing: you will need to hit the tarmac early to beat the traffic. As we found out, this is less than ideal on dark, damp, frosty, late-autumn mornings.

Taking advantage of a favourable deal and reward vouchers from a certain supermarket, we are spending a few days based 15 minutes from Keswick, a bustling market town and home to some truly exceptional fish and chips. And a Pencil Museum. At the heart of The Lakes, it is a great point from which to explore further.

Due to its sheer size, if you are unfamiliar with the Lake District then, unless you are staying for a week, I suggest you decide on an area that piques your interest and focus on maximizing your enjoyment of that area. We are in the middle of nowhere with Derwent Water roughly 20 minutes to the south, which is one of the park's four main lakes along with Windermere, Ullswater and Coniston Water. »

Far above the lakes, in skies a permanently deepening shade of grey, some of England's highest peaks are waiting to be explored: Scafell Pike, at 978m, is the highest peak in England, Helvellyn is not far behind at 950m, and Skiddaw stands in the shadows at a mere 931m.

From where we are based, the Newlands Pass is, literally, high on my list of roads to explore. Unfortunately, we are there for the last weekend of the school half-term and at the same time as a popular bicycle race. The narrow roads are packed with traffic and we find ourselves lumbering up the inclines behind a bus that struggles its way between lines of cars on either side of the road. It is not the scenic adventure that we hoped for, but in less busier times it would be an undoubted treat.

Thankfully, we found plenty of enjoyment from the roads along the Newlands Valley, which thread their way down to Buttermere before turning around to head back up to Keswick along the banks of Derwent Water. It is a picturesque route that provides plenty of opportunities to explore on foot and walk the dog, but the sky is heavy, the ground wet and the Series III warm, dry and ever-so-inviting.

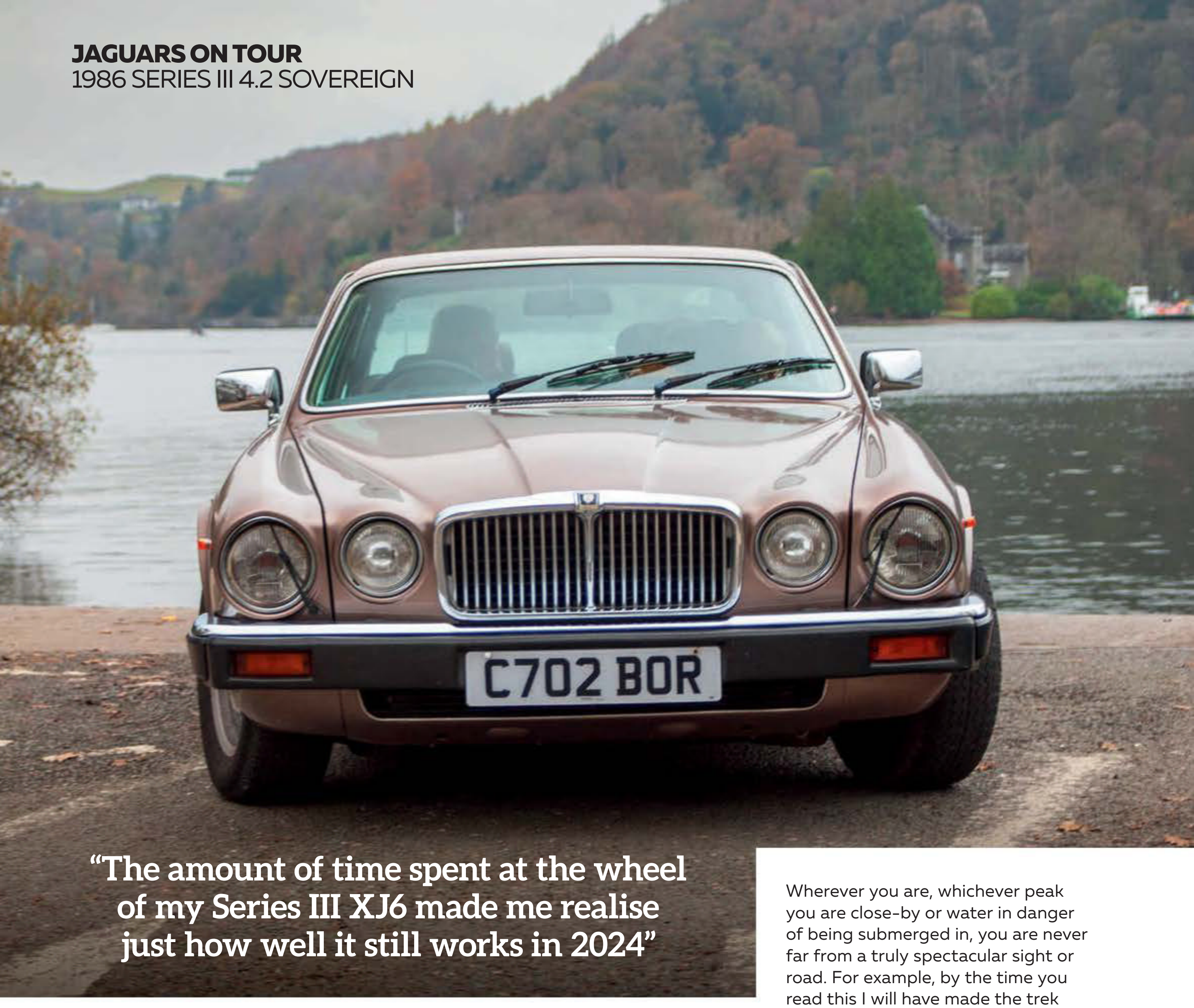
Even on the gloomiest, most foreboding of days, the Lake District is unmistakably beautiful. Time and again I find myself pondering, while sitting patiently behind a throttle-shy brake enthusiast, what a driver's paradise the area could be on another day.

The A591 provides a welcome relief. Winding, dipping and with smooth, open corners that reward momentum rather than outright acceleration, these are perfect Series III roads that recognise a well sorted chassis without putting undue strain on the powertrain. There are plenty of opportunities to stop and let brakes and tyres cool – with Ambleside a particular highlight, as is Grasmere's world-famous gingerbread – as you run parallel with the largest lake in England, Windermere.

From this area you can join the Kirkstone pass, the highest mountain pass in the Lake District, and carry on along the A592 to Ullswater. It is very easy to get carried away and end up far from wherever you are calling home.

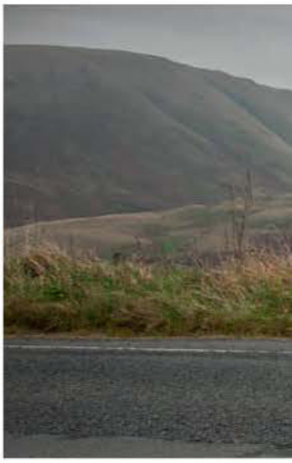
With this in mind, I would encourage you to not spread yourself too thinly. »

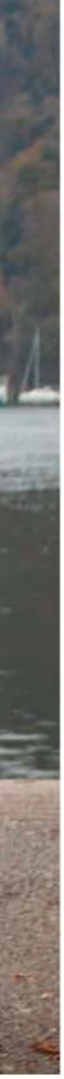
> "Winding, dipping and with smooth, open corners, these are perfect Series III roads"



> “The amount of time spent at the wheel of my Series III XJ6 made me realise just how well it still works in 2024”

Wherever you are, whichever peak you are close-by or water in danger of being submerged in, you are never far from a truly spectacular sight or road. For example, by the time you read this I will have made the trek back across to Coniston to visit the glorious Ruskin Museum. Closed when we were in the area and sitting to the north of the vast lake that was the site for so many successful, and tragically failed, world speed record attempts, it is home to Bluebird K7 and





a whole room-full of Donald Campbell CBE memorabilia. The fascinating Orpheus engine, in particular, which lay at the bottom of the lake for 34 years and now sits proudly within the museum's walls, left me pacing the street outside like a lost puppy.

The weather and traffic may have spoiled the driving element of the trip, but the amount of time spent at the wheel of my Series III XJ6 in wholly unfavourable conditions made me realise just how well it still works in 2024. Yes, it probably uses more fuel than is optimal and I really ought to treat it to a new distributor, but each time I clamber aboard, ease the door closed and escape the wicked elements to a sanctuary of warmth and quiet, I realise what a wonderfully functional and still luxurious car Jaguar built in 1986.

Even the cruise control started working again on the way home.

Unfortunately, it seems less likely that the tyres or battery will replace themselves; that the front brake pads will sweep their remnants from the face of the Pepperpots and reform; that the aerial will naturally resolve its permanent state of erection; or that the alloys will magically become refurbished overnight.

At the start of the summer I loved the Series III, but quietly wondered if it were time to consider replacing it. I close the year with its place in the garage – and my heart – never more secure. However, that's not to say it cannot be joined by a younger bedfellow... ■

TECHNICAL

STEERING ASSISTANCE

Discover some of the options available for power-assisted steering conversions and what they entail.

WORDS & PHOTOGRAPHY: **ROB HAWKINS**

The traditional and original power-assisted steering system on a classic Jaguar and Daimler is hydraulically operated, with pressurised fluid (oil based) being fed into the steering box or steering rack to help reduce the effort required by the driver to move the steering wheel. That fluid is pressurised by a belt-driven pump. The pump was originally attached to the back of the dynamo but was later replaced with a separate pump mounted somewhere near the front of the engine. The complexities of how the pressurised fluid provides power assistance for the steering is quite mind-boggling, involving a rotary valve and hydraulic cylinder, along with a torsion bar.

The workshop manual for the E-type by Autobooks explains in detail about how the power-assisted rack-and-pinion steering works, saying, "When the steering wheel rotates the rotor is turned through a torsion bar. The manual effort is sufficient to twist the torsion bar, allowing the rotor to move relative to the sleeve. The relative movement allows oil under pressure to be passed to the correct side of the piston and move the steering in the required direction."

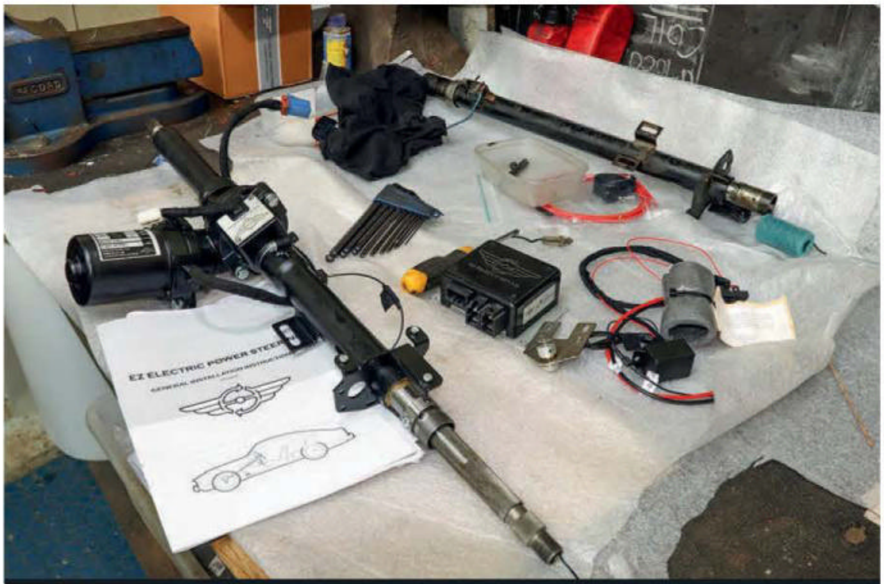
Thankfully, few people need to get involved in dismantling the aforementioned components, which is often completed when reconditioning a power-assisted steering rack. However, there is a modern alternative to power-assisted steering, which is much simpler and can be fitted on to many classic cars. Known as electric power-assisted steering (EPAS), it has long been in use on modern vehicles. At a basic level, it consists of an electric motor attached to the steering column to help provide a boost when the steering wheel is turned.

EPAS can be fine-tuned to ensure there's more assistance at slow speeds, such as during parking manoeuvres, and less at high speed where minimal movement of the steering wheel is often required. This can be achieved at a simple level with a variable resistor which the driver adjusts to in turn adjust the level of steering assistance. However, a more complex but fully automated solution requires some means of knowing the speed of the vehicle. A speed sensor that communicates with a control unit can automatically adjust the level of steering assistance. A sensor and magnetic pickup attached to a driveshaft or road wheel can be used to measure the speed of the vehicle, for example, or even a GPS system.

KITS & CONVERTERS

Specialists such as Easysteer in Lancashire convert a wide range of classic cars to be equipped with electric power steering. It has converted a large assortment of Jaguars to electric power steering (XK120-150, Mk7, Mk2, S-type and lots of E-types) and has stuck with offering this service instead of developing a DIY kit. A drive-in, drive-out conversion on a Mk2 Jaguar typically costs around £2,000.

One of the most popular manufacturers of electric power-assisted steering kits is the Dutch company EZ Electric Power Steering. It has developed a number of kits for a range of classic cars that are intended to be a DIY fitment. Amongst Jaguars, it produces conversion kits for models ranging from the XK120 to the E-type (and almost everything in between, including the Mk2, Mk10 and the Daimler V8). It also has recommended specialist fitters or agents around the world.



Conversion kit for the Daimler V8 and Mk2 Jaguar from EZ Electric Power Steering includes a new steering column with an electric motor attached, a control unit and, in this case, a dial (potentiometer) to adjust the level of power assistance. The old column is in the background.

EZ POWER STEERING

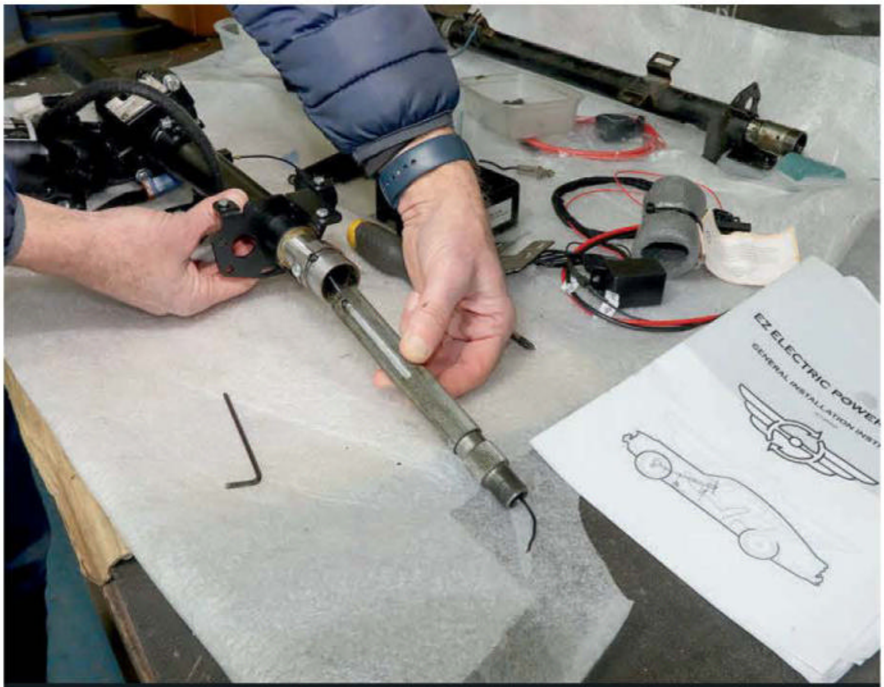
A control unit and potentiometer enable adjustment of power assistance with this kit from EZ Electric Power Steering. Dedicated wiring loom is included.

"Since a steering column is a safety-critical component, the majority of the columns we supply are TÜV-approved," explains Ruud Jong at EZ. And UK agent Mike Waters says, "We source our parts direct from Japan, from the OEM manufacturers so have a range of 10 motors and gearsets facing different directions. This allows us to build a correct-sized unit, properly balanced for the car, with a discreet hidden assembly, usually not visible unless you are upside down under the dash."

We recently followed an EZ kit being fitted to a Daimler V8 (manual gearbox model). Owner Chris Sharp had adopted the car from his father-in-law, who bought it in 1972.

The conversion kit includes a replacement steering column with a motor attached to the side of it, a control unit and a bespoke wiring loom. Chris opted for manual adjustment of the amount of steering assistance, fitting a potentiometer (it looks like a volume control) on the dashboard to enable the driver to adjust the amount of steering assistance.

All of the work involved was completed at classic car specialist Michael Tuero's workshop, which »



The lower end of the steering column provides fore and aft adjustment at the opposite end (at the steering wheel) on this kit from EZ Electric Power Steering.

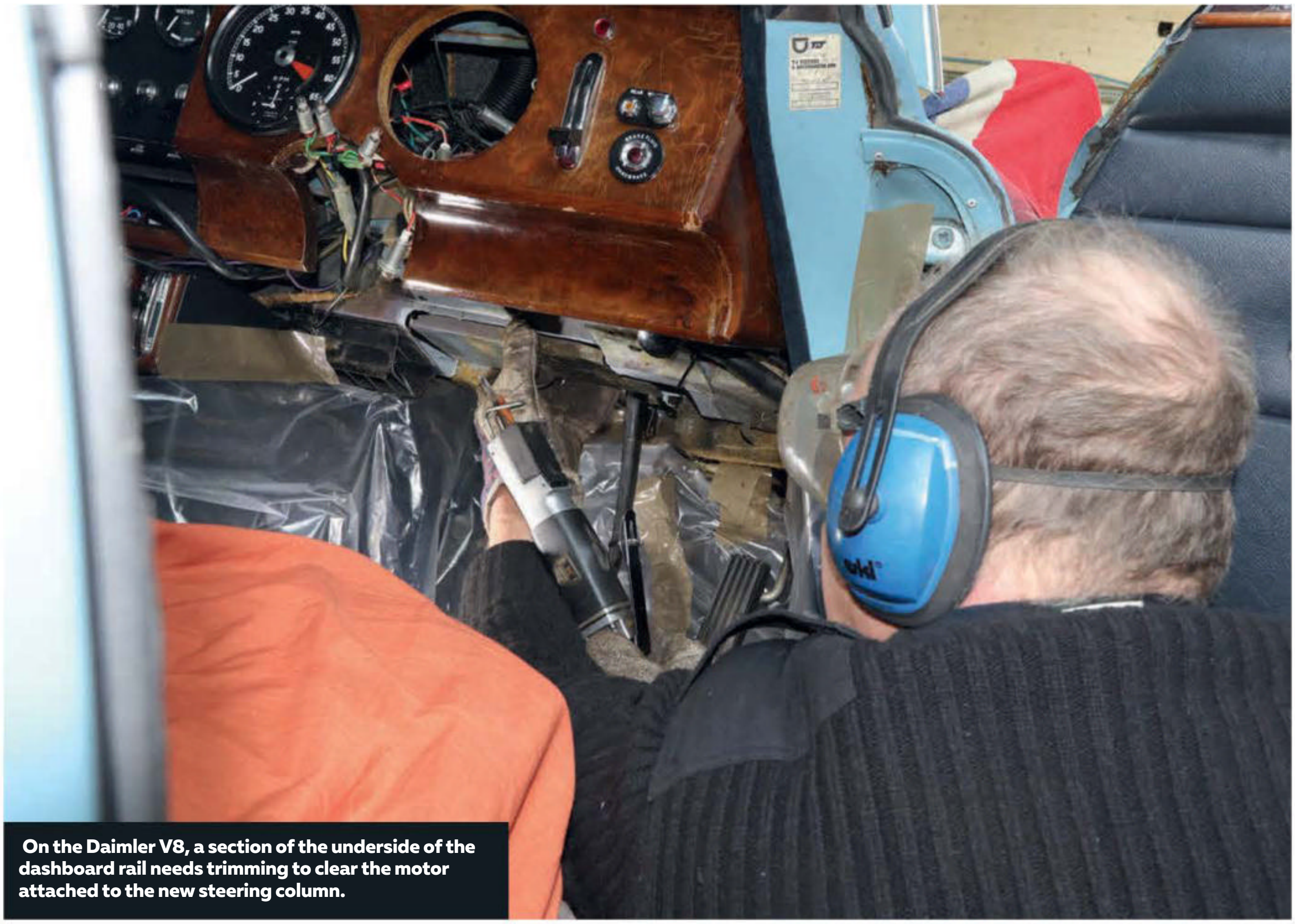
in this case came to around three days (including taking photographs). However, both EZ and Easysteer are confident that most conversions can be completed in a day.

WORKING ORDER

A worthwhile starting point for this type of upgrade is to at least ensure that any related components that are going to be kept are in good working order. If the steering box was leaking, for instance, then fitting an EPAS conversion kit won't fix it and may increase the risk of excessive wear of the steering box should it run dry of oil.

The job started with removing the old column and several parts attached to it. Whilst the steering column was replaced, the steering wheel, horn button, speedometer and the plastic shroud for the column had to be removed, but would be refitted.

With the old steering column removed, the new replacement power-assisted column was trial-fitted to see if it fouled anything. The



On the Daimler V8, a section of the underside of the dashboard rail needs trimming to clear the motor attached to the new steering column.

fitting instructions warned that some trimming of the metalwork around the lower dashboard area would be required. This helps to clear the electric motor that's attached to the side of the new steering column.

We discovered it was essential to ensure the new steering column was fully fitted before looking for where it would foul anything. Guiding the end of the column's splines into the attachment on the steering box was a job for two people.

With the steering column fitted, it was clear the motor was going to foul the underside of the dashboard rail. Luckily, the column could be fitted, swinging the casing and motor around to avoid catching the metalwork. Had there been the space in this area to locate the motor at a different angle, that would have saved cutting out the metalwork, but with three pedals in the way, there was no more room available. On a car with an automatic gearbox and only two pedals, there may be the available space.

Easysteer recalls converting a Mk2 with an automatic gearbox, explaining that the motor was tucked over to where the clutch pedal is usually located. The low/high beam switch had to be moved, but otherwise, there was space for the motor and with some clever carpeting, it could be hidden.

AIR SAW

Michael marked the area along the dashboard rail that needed to be cut away to accommodate the new steering column, then removed the column and cut the metalwork out using an air saw. In this case, it was close to the top of the pedal box and a lower heater vent.

Whilst the metalwork that needed to be removed is a structural part of the monocoque bodyshell of the Daimler V8/Mk2 Jaguar, only part of the box section is removed, so it retains some of its strength. "A recess must be made on the outside of the heater canal, and this has little influence on the strength of the construction," explains Ruud Jong at EZ.

The trimmed metalwork should ideally be painted to protect it from corrosion and any sharp edges covered in rubber trim. In this case, there was now a gap where air can travel through from the engine bay, so it was blocked with a piece of foam.

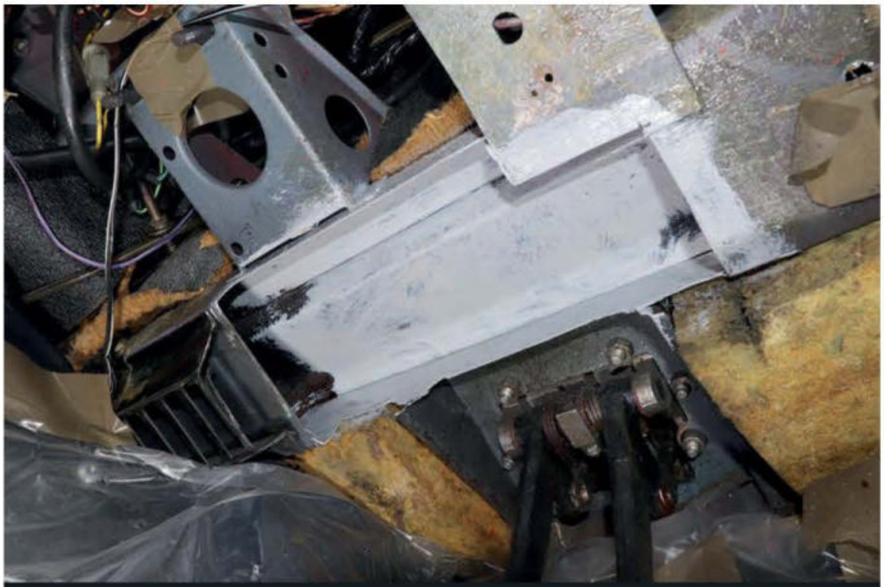
Trial-fitting the new steering column now showed the trimmed metalwork was sufficient to ensure the electric motor on the side of the column didn't foul anything. And a mounting bracket on the underside of the column lined up perfectly with the original mounting studs on the underside of the dashboard. However, spacers were fitted to pack out and lower the position of the steering column.

"The amount of spacers can depend on the way the position of the dashboard is mounted," says Ruud at EZ. "There is some play in adjusting the dashboard in the car, most of the time you do not need additional shims."

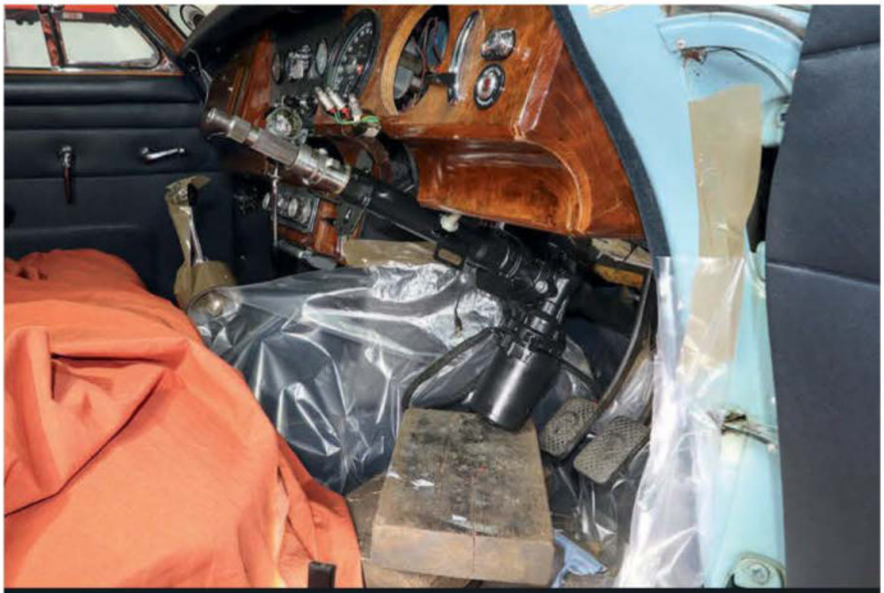
Confident the steering column was correctly located, all that remained was to fit a control box and its wiring loom.

The control unit was mounted behind the dashboard, on the bulkhead. It can be accessed through the hole where the speedometer is fitted, making it easy to get to by simply removing the speedo.

The wiring loom included with this steering conversion kit is straightforward to fit, and EZ can »



Trimmed dashboard rail has been painted to protect it from corrosion and its sharp edges will be covered in a strip of rubber.



Trial-fitting the new steering column with its electric motor helps to see where it will foul parts of the underside of the dashboard.

accommodate vehicles with positive and negative earth systems (this vehicle had negative earth electrics). It includes a live feed with an inline fuse, which is connected directly to the vehicle battery. It's not a permanent live because the ignition must be switched on to provide power to the power steering. Taking an ignition live from one of the dashboard gauges was sufficient in this case. And the loom also needed an earth connection to the bodywork, which was straightforward to complete.

THANKS TO

Michael Tuero (Classic Car Workshop)
07970 021996

EZ Electric Power Steering
Mike Waters (UK dealer)
07967 439596
ezpowersteeringuk@aol.com
www.ezpowersteering.co.uk

Easysteer
01204 457458
easysteer.co.uk

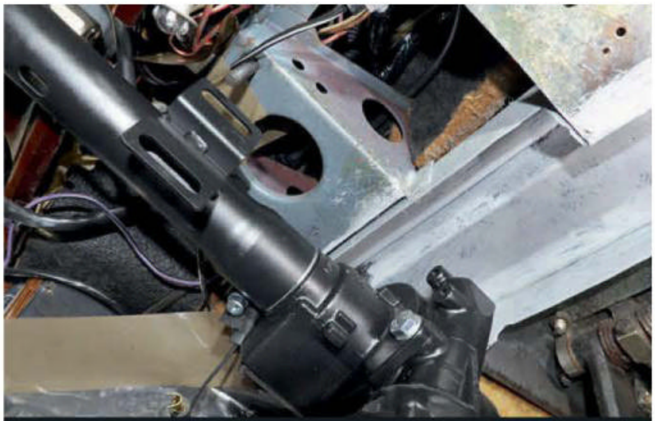
REFIT

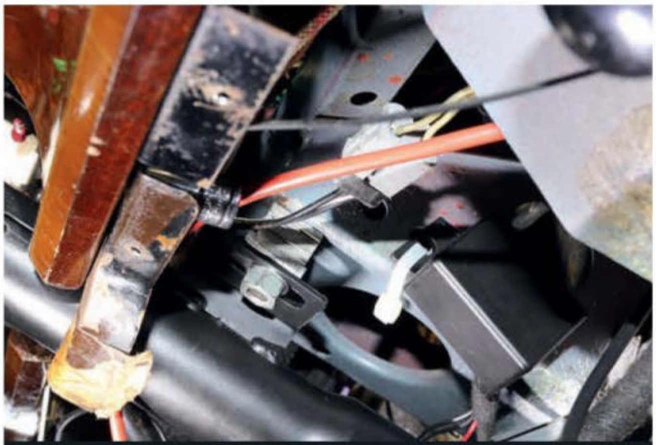
With the new steering column's wiring loom fitted, it was time to refit the components that had originally been removed, such as the indicator stalk assembly, checking they can be operated and that they also self-cancel. The plastic shroud that fits around the top of the steering column was refitted along with the collar for fore and aft adjustment. When refitting the steering wheel, it was important to ensure it was correctly aligned, with the road wheels pointing straight ahead. And equally important, the horn was tested.

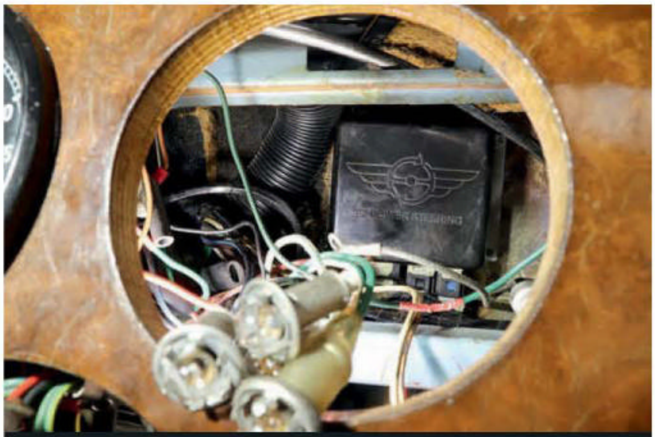
Rick at Easysteer has found that, in some cases, his electric steering conversions cannot accommodate the original horn button in the centre of the steering wheel. This is because the horn has a couple of brass contact rings, which cannot be refitted without machine work. In some cases, he instead fits a horn switch on the dashboard. However, he has managed to restore the use of the horn button by fitting a remote-control switch underneath it and a receiver behind the dashboard to send a signal to the horn(s). He comments that there's sometimes a slight delay (a fraction of a second) between pressing the horn button and hearing the horn, but it works.

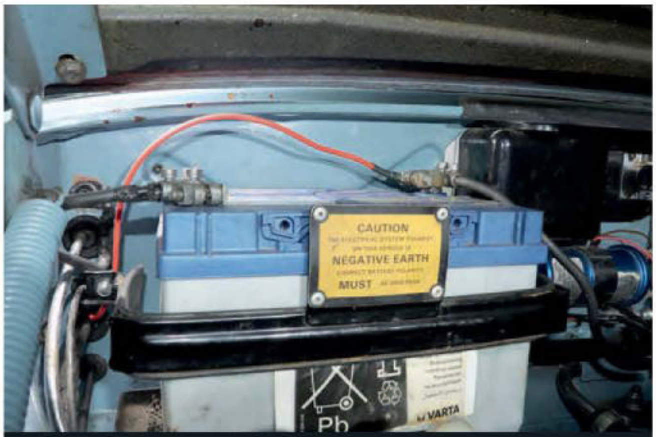
LOCK TO LOCK

Finally, the steering was turned from


Aligning the mounting bracket on the new steering column with the mounting studs on the underside of the dashboard ensures the column is in the correct location.


Spacers are required in this case to lower the steering column when mounting it to the underside of the dashboard.


The control box for the EZ Electric Power Steering conversion kit can be mounted out of the way and, in this case, accessed through the hole in the dashboard for the speedometer.

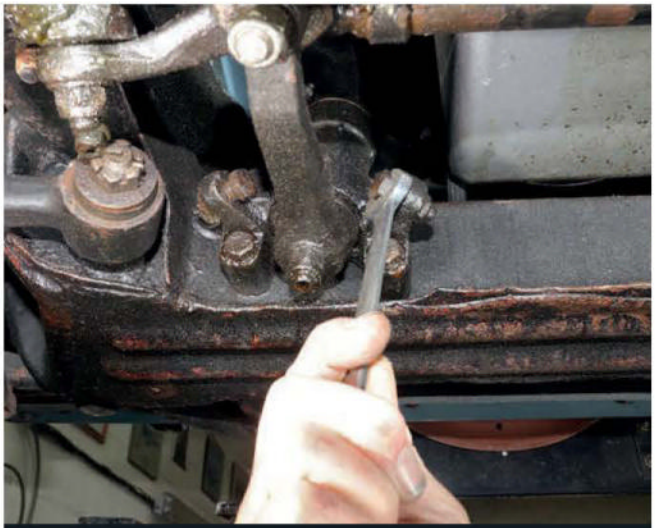


EZ Electric Power Steering's conversion kits are suitable for positive and negative earth electrical systems. A fused live wire is connected direct to the battery, but is only live when the ignition is switched on.

lock to lock to check nothing was fouled by the new column. Even the position of the steering stops was checked and, if required, adjusted.

Having driven the Daimler with its new power-assisted steering, owner Chris was astounded with the improvement it had made, saying, "It was obvious from turning out of Mike's workshop that the steering was light but not too much. However, where I was really impressed was at 30/40mph where the extra assistance made the car feel not only lighter but more modern. I am so delighted, it's like driving a new car, and one of the best enhancements I have done. I only wish I had done it sooner." ■

Ensuring the steering wheel is aligned with the front wheels, and the horn and indicators work, is important, once the steering has been converted.



Adjustment of the steering may be necessary after a conversion.

With the underside of the dashboard reassembled and all of the steering components fitted, the new electric-assisted steering column is hidden away.

LIVING WITH

X100 XK8

Growing in classic status but with very modern driving manners, the first generation XK8 gives you the best of both worlds but increasingly it pays to look after them

WORDS: **PAUL WAGER** PHOTOGRAPHY: **PAUL WALTON**

JAGUAR
4 LITRE

JAGUAR V8
4.0

When in 1996 Jaguar unveiled its first all-new sports car since the XJ-S, it wasn't exactly a shock: the combination of a sleek new body hinting at the E-type combined with the new Ford-financed V8 engine was pretty much what the world was expecting from what the press had already named 'F-type'.

It's only as the years have rolled by that the significance of the 'X100' generation has become more obvious and from our viewpoint today we can see that the car drop-kicked Jaguar into a new era, one where no excuses need to be made.

Drive a well-maintained early XK8 today and you'll see what I mean: whereas '70s and '80s Jaguars trailing a cloud of oily smoke were often rotten from scuttle to sills by their 10th birthday, many early X100s still go down the road rattle-free, the V8's 290 horses still present and correct.

You can thank Ford's financial muscle for that of course, which enabled Jaguar's production processes and component quality to be dramatically improved to the point where an XK8 of any vintage makes a fine modern classic to use and enjoy. No, it's not all perfect and the spectre of rot is still a consideration but the legions of Jaguar specialists out there know all the tricks to getting these cars up together and keeping them that way. They're also surprisingly DIY-friendly, meaning hands-on owners can enjoy tinkering at home.

But... and there's always a but with old Jaguars... a neglected, tatty example can be a real disappointment and quickly soak up the cost difference in buying a better one in the first place. Here's what you need to know.

HISTORY

At launch, the range was simple: the XK8 came in any flavour you liked so long as it was a 290bhp 4.0-litre V8, in either coupe or convertible form, the supercharged XKR being added in 1998. The cars were facelifted in 2000 for the 2001 model year, receiving new 'jewel' style tail lights with chrome surrounds, restyled rear bumper and faired-in front fog lamps, together with a chrome plinth with external release for the boot handle, and 18-inch wheels.

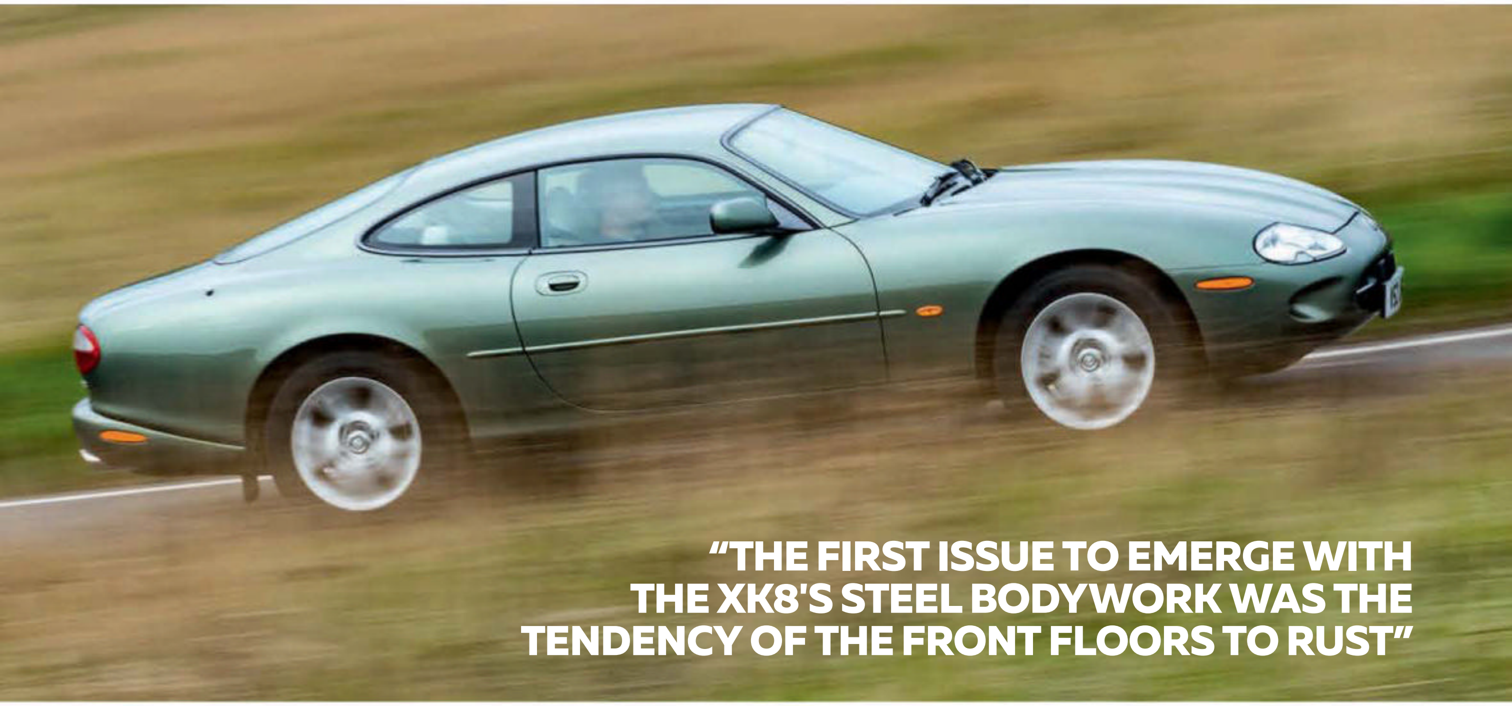
The supercharged XKR also received larger tailpipe finishers, while inside the seats were restyled and given electric adjustment, seat-mounted side airbags were added and the advanced 'ARTS' airbag deployment system was added to avoid firing the airbags unnecessarily. The supercharged engine was also upgraded with a new engine management system reducing CO emissions by 12 per cent and incorporating an engine oil temperature sensor, plus a drive-by-wire electronic throttle and exhaust gas recirculation. A 320-watt Alpine sound system was also on the options list, while the standard-fit immobiliser gained a rolling code transponder for improved security. The six-disc CD changer was now standard on all models and the standard wheel was now an 8x17 'Lamina' style.

The XK received a further facelift in 2002 for the 2003 model year when the changes were more extensive and the model was referred to as the 'new generation' XK by Jaguar's marketing people. The big change was stroking the AJ28 version of the AJ-V8 from its original 3,996cc to 4,196cc, in which form it was known as the AJ34. The new 4.2-litre engine was good for 300bhp with 310lb ft torque, or 400bhp and 408lb ft torque in supercharged form. It was paired with a new ZF six-speed 6HP26 transmission using an electronic control system which 'learned' the driver's style and continually adjusted the shift pattern to suit.

Like previous Jaguars the shift used the firm's traditional 'J gate' selector and the new gearbox was reckoned to be lighter and more compact than the previous five-speed box. The final drive ratio was also changed to accommodate the new transmission, while the Brembo brakes from the 'R' options range became standard on the XKR.

External changes involved new badging and the addition of Xenon headlamps as standard on the XKR and optional on the XK8. New paint and trim colours were introduced and three new wheel styles were added. At the same time Jaguar introduced its 'R' options packages which included Recaro seats, Brembo brakes and interior details. Coupe models could also be ordered with an uprated 'R' performance suspension.

The 2003 cars also gained the full array of up-to-date traction and stability aids: Dynamic Stability »



“THE FIRST ISSUE TO EMERGE WITH THE XK8'S STEEL BODYWORK WAS THE TENDENCY OF THE FRONT FLOORS TO RUST”

Control (DSC) which takes the car’s lateral movement, steering wheel position and speed into account and applies the brakes or reduces engine torque to stabilise the car if it isn’t travelling in the intended direction.

Emergency Brake Assist (EBA) was also added, which detects a panic braking manoeuvre and automatically applies the full force of the braking system.

While standard cruise control became standard across the range, Adaptive Cruise Control (ACC) was also made optional – a clever system which uses microwave technology to maintain a set distance from the car in front.

The facelifted models also gained new sculpted ‘growler’ badging on the nose and the leaping Jaguar motif on interior panels.

From here the XK range remained unchanged until it was replaced in 2005 by the all-new XK, looking similar at first glance but with more sharply chiselled lines courtesy of designer Ian Callum.

WHAT TO WATCH

BODYWORK

The first issue to emerge with the XK8's steel bodywork was the tendency of the front floors to rust, something which it's reckoned was due to a production line fixture left in place which tended to trap dirt. Many owners opted to cut this plate off entirely and it's worth doing. While you're there, apply a suitable rust prevention treatment to the entire floor area.

The X100 can also bubble up at the rear of the sills which can be prevented by removing the plastic cover at the front of the sills to clean out all the debris trapped behind it, while it also pays to ensure the drain holes in the sills are clear.

Crusty wheelarches are a common issue but can generally be staved off by regularly hosing out the mud from the return lip at car washing time. It's also worth removing the plastic arch liner at the rear to clean the debris from behind it.

More complex to repair is the rear quarter panel which can rot above the bumper, but repair sections are available for all the common rot spots.

Less obvious is structural corrosion on the front 'chassis' leg which is partly hidden but can be seen with a torch after turning the wheels to full lock. This can be an MoT fail and the amount of labour required to access it means it can be a costly fix, so is worth sorting at the same time if you have to have the front subframe removed for any reason.

BRAKES

Most cars will use a conventional sliding caliper system, although cars with the ‘R’ option use a four-pot Brembo caliper. Seized calipers – often causing a violent steering wheel judder – can be sorted at home by fitting a remanufactured part, although the Brembos are harder to source. A rebuild kit is available however, although this is best left to a workshop with the proper press tools.

The front-to-rear brake pipes and also the two lines running inside the front bumper can tend to rust. They can be replaced if this happens, but it can be prevented by cleaning and greasing them.

SUSPENSION

There are plenty of bushes and joints in the XK8 and age will eventually take the edge off the handling precision even on low-mileage cars. More crucial though is the condition of the subframe, both front and rear. These are simple pressed steel assemblies and can rot alarmingly, especially at the front. It's worth keeping an eye on its condition and regularly painting or protecting it.

On the subject of subframes, the V-mounts between the front subframe and the body are prone to break up as the metal rots and the rubber ages and renewal can make a big difference to the feel of the car, but requires the subframe to be dropped. The bushes at the leading edge of the rear subframe can be replace without dropping the subframe.

Similarly, new anti-roll bar mounting »

JAGUAR XK8

JAGUAR XK8

RPM
x1000
MPH
km/h
51062
F
E
H
C
BRAKE

bushes and drop links will sharpen it up and make the car quieter, although a hollow knock is often caused by the lower damper mounting bush – another straightforward DIY fix.

Uneven tyre wear can be prevented by renewing the inner bushes for the upper front wishbones, which is in theory a DIY task although the long through bolt is prone to seizing so set aside enough time for the work.

Worn wheel bearings aren't unknown and although the bearing itself is cheap, for a DIYer working at home without a workshop press, the simplest fix is a complete used hub including the bearing.

ENGINE

The 4.0 and 4.2-litre V8s fitted to the X100 have a reputation for being pretty much bulletproof even in supercharged form, but proper maintenance is critical.

The Nikasil issue which afflicted some early cars is so far in the past now as to be irrelevant, since many cars had their engines replaced under warranty at the time and the levels of sulphur (which degraded the Nikasil bore coating) in UK fuel are now low enough not to be a problem.

More likely on low-mileage cars is an engine still running the original water pump with its press-fit plastic impeller which can break up – something you might not notice until you start to drive it harder. Similarly, early cars used a plastic thermostat housing which can leak but is easily replaced with an aluminium part.

In fact coolant leaks of all kinds are common, so it pays to keep an eye on hoses, unions and clips.

More serious are the four timing chain tensioners and guides on early 4.0 engines, plastic parts which can break up and fail. The accepted cure is to fit the entire assembly from the 4.2 which uses aluminium guides and it can be a costly job, with parts at around £500 or up to £1500 to have the work done.

An easier DIY fix is the tendency of the throttle body on the 4.0 engine to become clogged with oil, but this is easily cleaned, as is the nearside breather pipe from the engine cover which also tends to get blocked.

TRANSMISSION

All X100s were automatic, the XK8 using the five-speed ZF and the XKR using a Mercedes gearbox until 2002 when both were replaced by a six-speed ZF. Both are generally trouble-free but when issues do crop up they can be expensive, especially when a surging is experienced with the ZF box at 30-50mph. Some will say this can be fixed with software upgrade and others have found a gearbox oil change does the trick, but in extreme cases it can be internal slippage.

Either way, it makes sense to have the »

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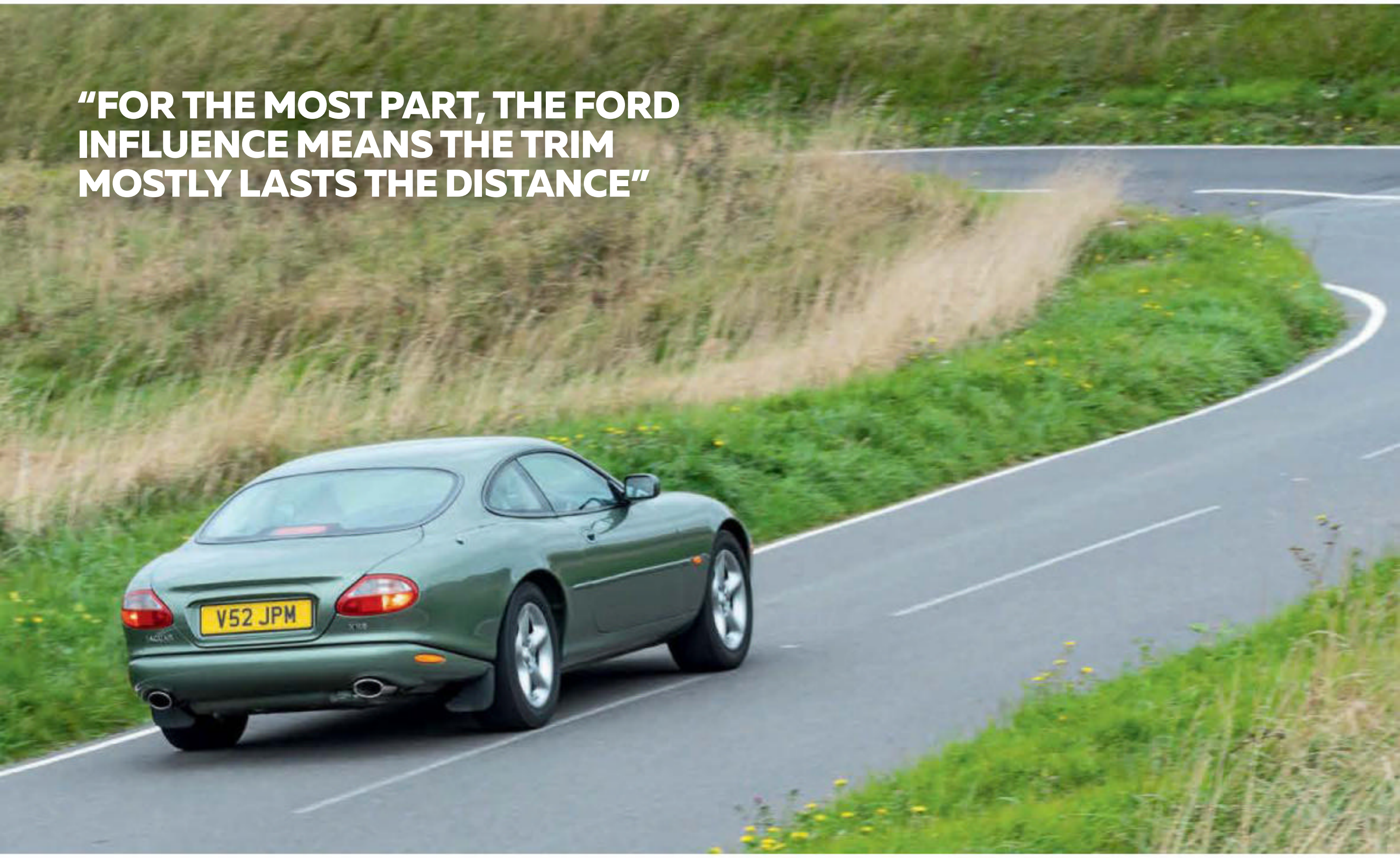

“FOR THE MOST PART, THE FORD INFLUENCE MEANS THE TRIM MOSTLY LASTS THE DISTANCE”

oil and filter changed at around 60,000 miles or immediately after buying a car, as this seems crucial to long life. It's a DIY job in theory but can get messy so a workshop is often the best bet.

INTERIOR

For the most part, the Ford influence means the trim mostly lasts the distance and stays put without creaks and rattles. Problems tend to arise when it's been disturbed by an enthusiastic amateur and this is particularly true of the door cards. If a butcher has managed to separate the components then patience and careful use of Sikaflex/Puroflex-style mastic can sort it out.

Of course there will be a reason why the door card was ripped off and that's generally a water-damaged speaker, which in the case of the premium Alpine system can be expensive even for a used part. If you do have to get inside the door, it pays to ensure the water membrane is intact and that all the drain holes are clear... although the reason for water entering the door could also be failing door seals. These look simple to replace at first sight but need care and patience – and the right glue – to do properly.

Damp cabins can also be caused by a badly installed windscreen or a glass which is starting to delaminate at the edges and it pays to regularly check the rear footwells, which is the lowest point of the floor where water will tend to pool.

Elsewhere, the electric seats can be a problem, specifically the electric headrest which is supposed to motor up and down to avoid the low roof as the seat is tilted to access the rear seat. If you can hear a whirring but the headrest doesn't move, then you'll need to unclip the rear of the seat facing to investigate the drive cable. Essentially, this was too long as installed by the factory and there are various DIY fixes involving plumbing parts. No, really.

Inactive electric seats in general can usually be traced to a wiring break.

CONVERTIBLE ROOF

If the roof operation on the convertible starts to slow down, suspect that the hydraulic fluid has started to congeal and it's sensible to change it while it's still possible. It's also worth regularly checking for hydraulic leaks, the easiest and cleanest method being to regularly inspect the level at the boot-mounted reservoir. ■

TECH SPEC

	4.0	4.2	4.0 XKR	4.2 XKR
ENGINE	3,996cc	4,196cc	3,996cc	4,196cc
MAX POWER	290bhp	300bhp	370bhp	400bhp
0-60 MPH	6.1	6.1	5.2	5.3
MAX SPEED	155	155	155	155

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ULEZ COMPLIANT

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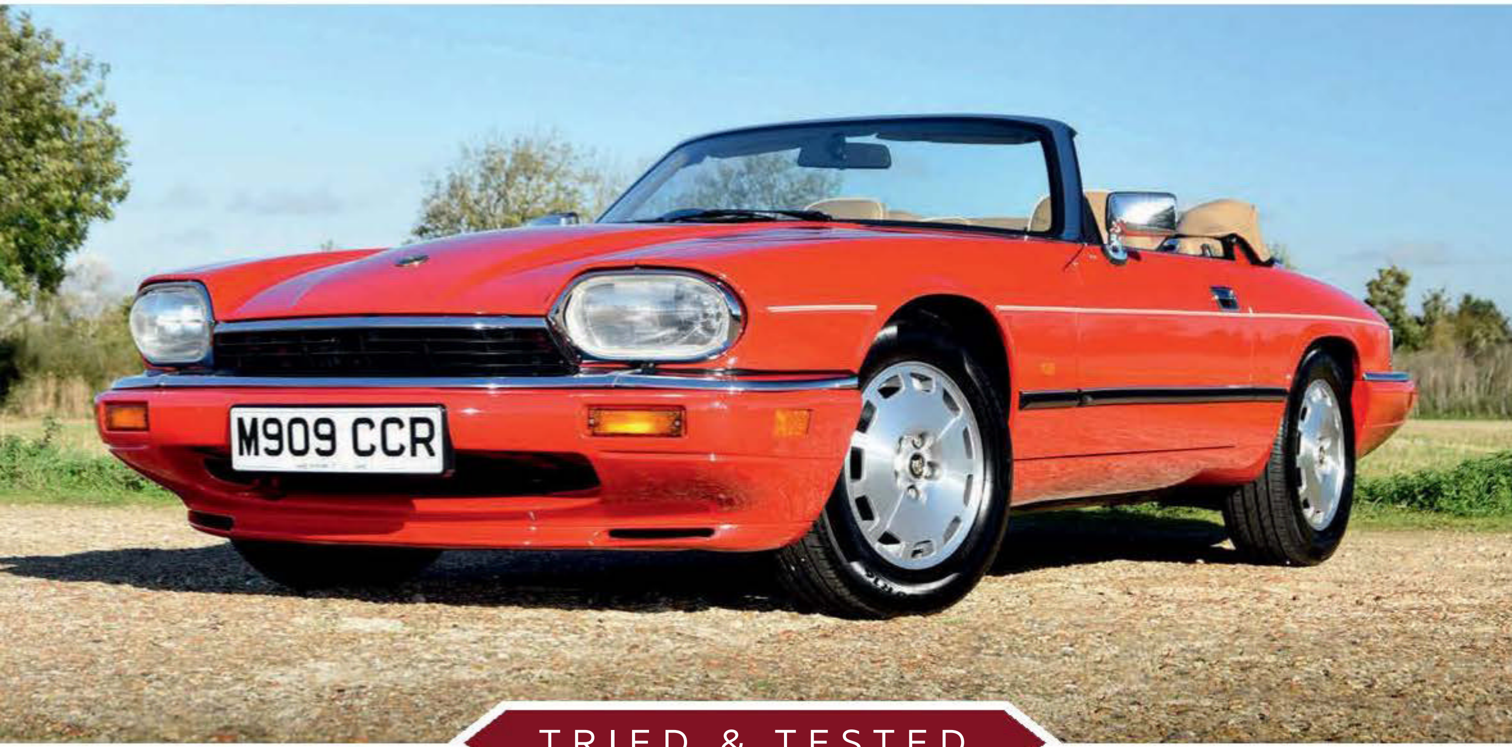


TRIED & TESTED

SIMPLY THE BEST

It's expensive. But it's worth it.

WORDS: **SAM SKELTON** PHOTOGRAPHY: **PAUL WALTON**

We seem to have a habit of finding very nice XJSes these days – cars that even as little as five years ago, we thought has ceased to exist to this level. Most of the cars we've featured in this section this year have been incredibly good, low mileage examples – but none has been quite as good as this one. Yes, at £49,995 it is a very expensive XJS – even a £20,000 example still feels pricey today – but it is an unrepeatable car. And it's a spec that many want too – a 4.0 automatic, from the final year of production. These cars were all built to Celebration specification – which mainly involved throwing the entire options list at the car – and this car's colour scheme speaks loudly of long summer evenings.

KGF Classic Cars has spent over ten years establishing itself as the place to go for the very best low mileage, low owner classic cars. It is not the cheapest place to buy, but you buy with the confidence that the car is as described and has been meticulously prepared. For many, the ease of transaction is worth the price.

BODYWORK

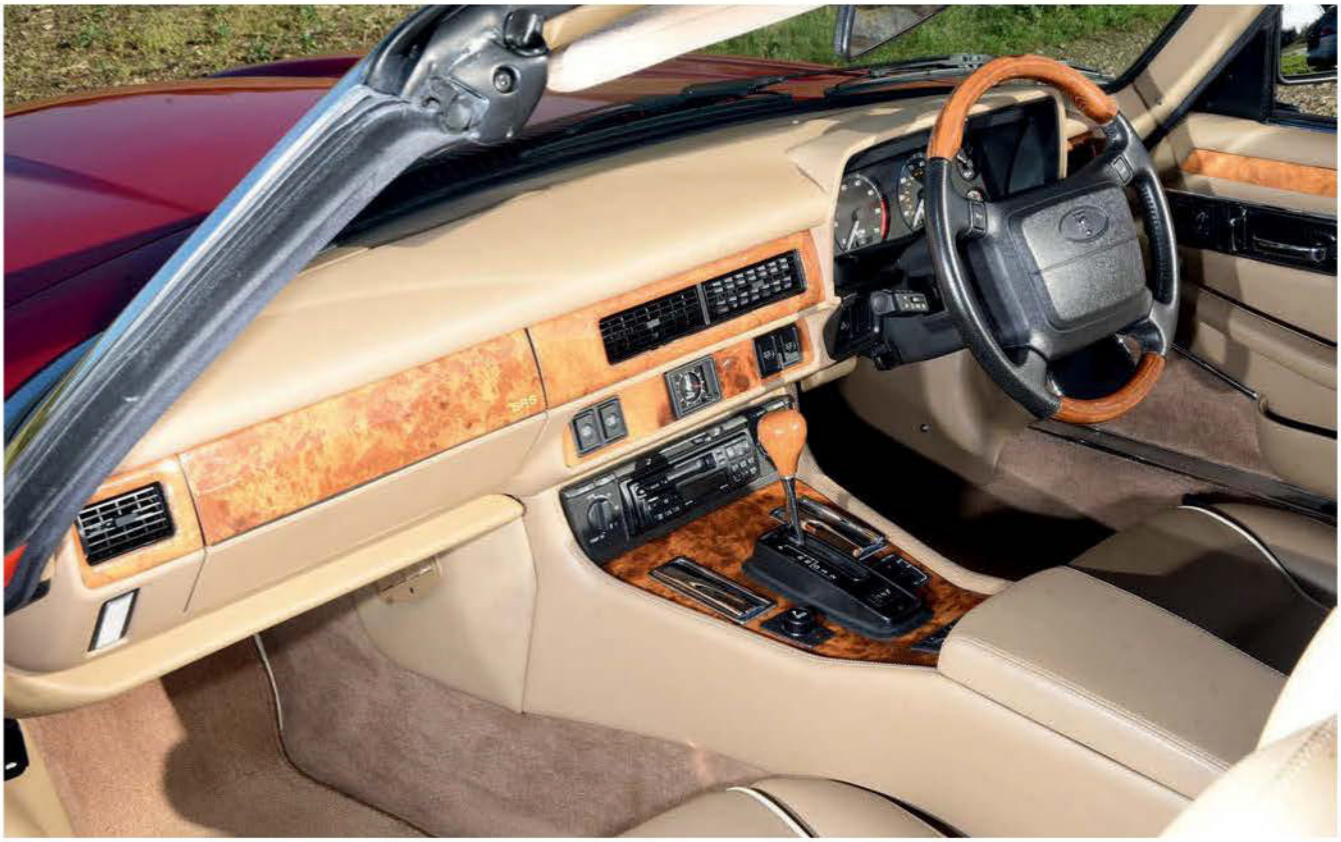
First thing to note is the unusual colour – Signal Red is rarely seen, and short of Rose Bronze it is arguably the best colour for a late XJS Convertible. The first owner of this car showed foresight too, ordering the protective rubbing strips from the option catalogue to protect the car in car parks. They've been a worthwhile investment, as there are no dents, dings or scratches down the flanks.

We saw nothing on the nose either, no stone chips, and entirely unsurprisingly given the state of the rest of the car the bumper corners were also immaculate. We looked in vain for paint mismatches and found nothing – the very worst thing we saw on the entire car was a little polish residue in a couple of places around the rear lamps. Easily removed with a soft toothbrush or similar.

Special attention should be drawn to the diamond cut alloy wheels. These were prone to damage and lifting lacquer, and often looked so bad by five years old that owners would capitulate and have them refinished with paint or a powder coating. These ones are immaculate with no damage whatsoever, and this is one of the few Celebrations as a result still to look exactly as it did when it left the factory. It even wears its original HA Fox number plates, in the correct pre-2001 width font.

INTERIOR

It's rare to see an XJS with Coffee leather – it's rare to see in the saloons too, but XJSes tend toward Oatmeal, Cream or grey interiors. And given the



rarity it's a good job it's as nice as it is. As leather ages it can wear smooth and shiny, but there's no sign of that with this car. It looks – and smells – as good as the day it was new. The wood is good too; figured sapwood in a Celebration, rather than the elm or walnut we're used to in these cars – and the half wood wheel hasn't succumbed to any of the usual lacquer damage or cracking. Again, the leather grain is still evident, backing up the tiny mileage this car has covered. All the electrics worked as far as we could ascertain, and the hood is in excellent condition under the tonneau cover.

UNDER THE BONNET

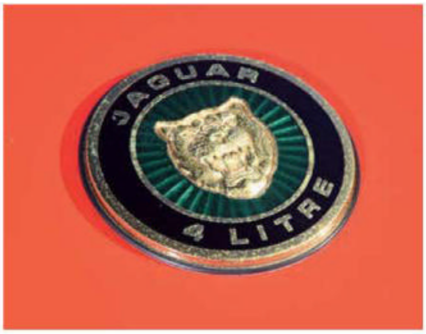
Aha! Finally, something to criticis… no, just joking. Well, we have to find a way to fill the pages when what we're looking at amounts to perfection.

We've never seen a 1990s Jaguar with an engine bay this clean, this perfect. Not only must this have been a good example to begin with, but it's evidently received the detailing »

SPECIFICATION

1995 **JAGUAR XJS CELEBRATION**

ENGINE: 3,980cc I6
POWER: 243bhp
TORQUE: 270lb ft
0-60MPH: 7.9secs
TOP SPEED: 142mph
ECONOMY: 26mpg
TRANSMISSION: 4-spd automatic
ASKING PRICE: £49,995



of a lifetime. All the original stickers are undamaged, the lettering on the top of the cam cover perfect, there's nothing here to criticise. Where normally the exhaust heat shield lets the side down on the AJ16, this early AJ16 engine had a chromed example from the factory which – if kept clean – is far more rust resistant than the later ones. It is unblemished.

ON THE ROAD

Simply put, this car drives as if we'd plucked it from an Approved Used forecourt in 1999. Like all XJSes, it's a little on the snug side, with the steering wheel a shade too close to the screen for comfort to boot. But the seats – sports seats standard in the Celebration and optional for other examples – are comfortable and well-shaped. It's an automatic – and while we've made no secret of our preference for manual transmission in the six cylinder cars, it shifts well and it suits the leisurely attitude that the driver naturally adopts in an XJS Convertible. The steering is good with no sloppiness, and none of the worn bushes that sum up the average XJS experience in the 2020s.

It is – as ever – difficult to appraise

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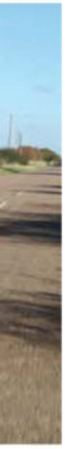

JAGUAR
4.0 LITRE

the driving characteristics of a perfect example, because none of the little quirks that occur over time and give the writer something to talk about have had the opportunity to develop. But that in itself is enough of an appraisal – if you hark back to an XJS you might have owned from new, this is the ideal way to relive it.

> **“If you hark back to an XJS you might have owned from new, this is the ideal way to relive it”**

OUR VERDICT

Let’s address the elephant in the room. Fifty grand is a lot of money for an XJS. You could, if you were careful, get hold of a usable six cylinder E-type for that money, and you’d get a very nice Challenger if you wanted the S1 roadster look. It would also buy you a very nice 911, a Bristol, a Bentley Azure or pretty much any comfortable classic from the 1970s onwards that you care to name. Why spend that on an XJS – a car you can still pick up for five grand? Simply put, you do so because while it’s a lot of money for an XJS, it is also a hell of a lot of XJS for the money. If’s not a car for the dilettante, and we think the buyer will be someone who has spent a lot of time looking for the perfect example. And we think that, with this car, he will have found it. ■

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1960, £27,000. Owned 34 years, red with red leather, fully restored with bare metal respray just had all new suspension. Please call 07709 619673, South East.

125276

JAGUAR S-TYPE

1969, £2,000. Mk 2 3.8 abandoned restoration too many projects, ideal winter project car almost complete new head gasket fitted not finished ie inlet and exhaust manifolds, call for more details. Please call 07856 896019, East Midlands.

125297

JAGUAR XJS

1996, £11,995. Convertible Celebration 4 litre petrol automatic in blue with cream leather interior. Three previous keepers. Owned since 2012. Lots of service history. 107000 miles. MOT to November with no advisories. Jaguar Heritage certificate confirming matching numbers. Drives as it should. Please call 07931 360396, North West.

124961

JAGUAR XJS

1988, £5,750. 3.6 “manual” petrol, “E” reg, 99000, lots of history, original literature, 13 services, no dents, scratches, always garaged, stunning. Please call 07895 675851, South West.

124966

JAGUAR XF

2011, 44000 miles, £8,000. In excellent condition, I have owned this Jaguar XF from new. It is a 3 litre Diesel V6 Premium Luxury 4 door. It has dove grey leather interior, climate control, cruise control, automatic rear wheel drive, 19” Caravela alloy wheels, speed limiter, Crystal Blue metallic paintwork and front parking aid with rear camera. It has done only 44,000 miles, has been serviced annually, has no faults and has a current MOT. Located in Walsall, West Midlands. Please call for further details. Please call 07977979365, West Midlands.

124969

JAGUAR XKR CONVERTIBLE

2002, 79700 miles, £4,950. MOT till 22.09.2025. In daily use. No rust no dents. New alternator. Good runner. Good hood and tyres. Cheap classic car insurance. The paint work has been keyed and a few minor electrical problems but nothing stopping the car’s usability. The price and the worker required means sold as a running restoration project. Please call 01268755458, South East.

125107

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JAGUAR X-TYPE

2008, 135000 miles, £1,275. Body and leather interior are spotless. New tyres and battery. Detachable towbar fitted but never used. Please call 07711816025, West Midlands.

125156

JAGUAR MK II

1964, 62000 miles, £25,000. Mk2 3.4 Saloon. Fully restored and excellent condition. I have owned for 36 years and the car only had 2 driving owners before me. 62000 miles from new, pretty much verified from the extensive history paperwork. Gunmetal grey and red leather, all chrome work replated and wood repolished. Upgrades include LED lights, dual pot front brakes (Zeus Callipers I think), stainless exhaust, electronic ignition, electric fan, heater. Please call 07710878582, South East.

125158

JAGUAR XJS

1996, 63000 miles, £13,500. Immaculate "Celebration Edition" convertible. 6 cylinder 4.0 petrol, automatic, spindrift white with tan hides. No rust. Everything works. Located in Virginia, near Washington, D.C. Please email Jcsteve09@yahoo.com. Please call 202 841 5493, Rest of the world.

125170

JAGUAR XKR

2000, 67000 miles, POA. British Racing Green with matching hood by Ghia. 20" BBS Paris alloys, Pirelli PZero tyres all round. Post Nicasil engine, steel timing chain. Reg plate R40 XK, MOT to 8.10.25, Taxed, garage stored. Offers accepted. Please call 01472851370, East of England.

125213

JAGUAR XJ6

1977, £5,750. 95% complete restoration, all mechanical parts renewed. Fully reconditioned 4.2 engine to E/Type spec. New tyres and headlining. Good chrome, leather and paint. Please call 07966 268313, South East.

125226

JAGUAR X-TYPE

2006, 132224 miles, £2,995. 2.5 V6 SE Estate 5DR AWD. The car has been in the family for many years, and I passed it onto my partner being the 5 owner. The car has been well loved and well maintained regardless of cost. Excellent condition for age. New MOT. Runs very well but sadly no longer used, Tow Bar. Next MOT due 28/11/2025, Grey, 4 owners. Vehicle registered: 17/10/2006. Please call 07725172939, South West.

125247

JAGUAR PARTS

£30-£50. Jaguar 'S' Type 2002 bootlid spoiler £50. 'S' Type N.O.S. alloy sump pan £30. 1 concrete Jaguar leaper (for garden) £40. 1 XJS 15" starfish alloy wheel in good condition £40. Please call 01787 377602, East of England.

125136

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£500. With 225/60R15 tyres - all vgc. Also 2 seats (beige) and 4 floor mats (new, maroon). Price + transport. Please call 07496 346343, South East.

124489

SO LONG, AND THANKS FOR ALL THE FISH

What's next for the *Classic Jaguar* brand.

Since *Classic Jaguar* was established back in 2016, I've felt it unusual that the same publisher should issue two separate Jaguar magazines. Of course, for those of us who love the marque it's been great to have the additional content, but rather than have one every four weeks and one every two months, it seemed to me that investing the time and money into making the first one better still would have been a more sensible action. Not that I've ever complained, of course, ultimately as the man who came to edit both after years as a contributor they have kept me in work as well as fuelling my passion. But our publisher, Kelsey Publishing, has come to the same conclusion that I had. Why have two magazines that ultimately focus upon the same thing? And as *Jaguar World* has a longer and more established heritage, of course that was the title to take forward. However, our publisher loves Jaguars just as much as we do, which is why the title will be kept alive even if the magazine is forced to change. It's fitting that this change should coincide with Jaguar's own reinvention as it transitions into an electric landscape – so must *Classic Jaguar* adapt as it shifts from its magazine roots into prestigious bookazine territory. From 2025 onwards, we will drop from 6 issues to four, with a new issue released every quarter. But each issue will also contain more features, with an extra 16 pages of content and no news or columnists to distract readers from the cars themselves. Each of these issues will focus on a single model range from Jaguar's past, looking at restored examples, history, the competition and how to buy the best you can find. The first of these, available in the spring, will celebrate the fiftieth anniversary of the Jaguar XJ-S, a model that we at *Classic Jaguar* have long enjoyed.

There are many people without whom this magazine wouldn't have been the success it has been over the years, and each of them deserves the gratitude of the Jaguar community. My predecessors as Editor – Ian Seabrook, Paul Guinness, and Ray Ingman. Our columnists – Paul Walton, Letitia Mace, Gaynor Cauter on behalf of the Jaguar Drivers' Club, Wayne Scott on behalf of the Jaguar Enthusiasts' Club and Neil Campbell on behalf of the Jaguar Daimler Heritage Trust. Every single one of our contributors over the years – too numerous to mention, and I shan't risk insulting anyone I forget by listing the ones I have worked with. The owners of every single car we have featured, both private and trade. Our advertisers, without whom the magazine would have been impossible to produce. And finally, the most important group of all. Thank you to you – our readers. Had you not enjoyed and bought the magazine, we wouldn't have had almost nine years of shared memories. I hope you continue to buy the new iteration of *Classic Jaguar* when it launches in the Spring, and enjoy it as much as you've enjoyed the magazine. Stay tuned! ■

Peter Jarvis
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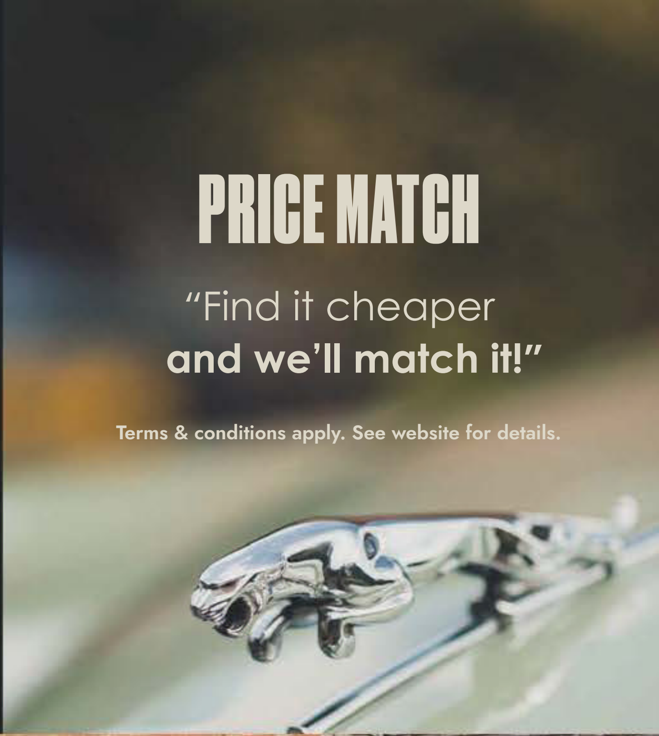

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